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ACCOUNTS AND PAPERS:

NINETEEN VOLUMES.

—(14.)—

T R A D E:

C O R N:

POST OFFICE; POSTAGE.

Session

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TRADE AND NAVIGATION.

— (1.) —

AN ACCOUNT of the IMPORTS of the Principal Articles of Foreign and Colonial Merchandize, of the Consumption of such Articles, and of the CUSTOMS DUTIES received thereon, in the Year ended 5 January 1841, compared with the Imports, Consumption, and Receipts of the preceding Year, ended 5 January 1840.

— (2.) —

AN ACCOUNT of the EXPORTS of the Principal Articles of Foreign and Colonial Merchandize, in the Year ended 5 January 1841, compared with the EXPORTS of the preceding Year, ended 5 January 1840.

— (3.) —

AN ACCOUNT of the EXPORTS of the Principal Articles of *British* and *Irish* Produce and Manufactures, in the Year ended 5 January 1841, compared with the EXPORTS of the preceding Year, ended 5 January 1840.

— (4.) —

AN ACCOUNT of the Gross and Net Produce of the DUTIES of CUSTOMS, in the Year ended 5 January 1841, compared with the Produce in the preceding Year, ended 5 January 1840.

— (5.) —

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS, distinguishing the Countries to which they belonged, which Entered Inwards and Cleared Outwards, in the Year ended 5 January 1841, compared with the Entrances and Clearances in the preceding Year, ended 5 January 1840; stated exclusively of Vessels in Ballast, and of those Employed in the Coasting Trade, or the Trade between *Great Britain* and *Ireland*.

— (6.) —

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS Employed in the COASTING TRADE, which Entered Inwards and Cleared Outwards, with Cargoes, at the several Ports of the United Kingdom, in the Year ended 5 January 1841, compared with the Entries and Clearances of the preceding Year, ended 5 January 1840; distinguishing the Vessels Employed in the Intercourse between *Great Britain* and *Ireland* from other Coasters.

[PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.]

Ordered, by The House of Commons, to be Printed,
19 February 1841.

— (1.) —

IMPORTS INTO THE UNITED KINGDOM.

AN ACCOUNT of the IMPORTS of the Principal Articles of Foreign and Colonial Merchandize, of the Consumption of such Articles, and of the CUSTOMS DUTIES received thereon, in the Year ended 5th January 1841, compared with the Imports, Consumption, and Receipts of the preceding year.

ARTICLES.	Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
	Years ended 5th January		Years ended 5th January		Years ended 5th January	
	1840.	1841.	1840.	1841.	1840.	1841.
Barilla and Alkali - - - - - cwt.	59,697	63,770	59,607	57,072	£. 5,857	£. 5,880
Bark for 'Tanners' or Dyers' use - - - - - cwt.	689,330	646,202	680,461	640,714	22,349	20,955
Butter - - - - - cwt.	213,504	252,906	213,547	249,272	213,400	257,695
Cheese - - - - - cwt.	210,436	227,988	202,311	220,678	106,214	119,631
Cocoa - - - - - lb.	1,654,666	3,499,699	1,610,338	2,046,559	13,418	17,526
Coffee, of the British Possessions in America and Africa - - - - - lb.	11,469,600	12,730,080	13,613,583	9,955,159	340,336	257,237
Imported from the Cape of Good Hope, Mauritius, and British Possessions in the East Indies :						
Produce - - - - - lb.	4,260,095	8,261,503	4,459,608	4,540,172	111,524	117,499
Foreign - - - - - lb.	20,802,086	35,815,815	8,677,854	14,150,924	323,891	544,805
Foreign, otherwise Imported lb.	4,471,535	12,726,673	81,141	77,480	4,102	3,321
TOTAL OF COFFEE - -	41,003,316	69,534,071	26,832,186	28,723,735	779,853	922,862
Corn :—						
Wheat - - - - - qrs.	2,634,557	1,999,519	2,521,527	2,024,848	631,698	725,045
Barley - - - - - qrs.	579,405	630,557	594,301	619,801	77,915	118,996
Oats - - - - - qrs.	670,117	539,137	862,424	510,071	276,996	84,281
Rye - - - - - qrs.	153,673	3,351	152,582	1,857	12,252	1,116
Pease - - - - - qrs.	140,012	158,941	170,271	159,457	37,905	35,056
Beans - - - - - qrs.	109,810	130,923	123,597	129,374	25,952	22,064
Maize, or Indian Corn - qrs.	11,853	23,333	14,528	21,073	1,554	5,364
Buckwheat - - - - - qrs.	1,933	766	1,916	745	338	110
Malt - - - - - qrs.	132	275	—	—	—	—
Wheatmeal or Flour - - cwt.	843,046	1,539,565	665,693	1,317,815	52,385	178,538
Barley Meal - - - - - cwt.	5	—	—	—	—	—
Oatmeal - - - - - cwt.	623	8,709	574	6,601	125	243
Rye Meal - - - - - cwt.	133	9	1	—	—	—
Indian Meal - - - - - cwt.	—	14	—	—	—	—
Dyes and Dyeing Stuffs ; viz.						
Cochineal - - - - - lb.	1,014,615	1,105,553	492,046	510,631	220	238
Indigo - - - - - lb.	5,549,125	5,831,269	2,719,509	3,011,990	35,339	39,890
Lac-dye - - - - - lb.	1,166,848	1,230,615	539,599	649,943	1,445	1,799
Logwood - - - - - tons	23,099	27,149	17,940	19,145	3,725	4,046
Madder - - - - - cwt.	98,896	141,441	97,645	135,147	9,794	14,002
Madder Root - - - - - cwt.	80,538	110,331	81,221	113,635	2,031	2,905
Shumac - - - - - cwt.	169,696	188,311	171,292	187,811	428	484
Eggs - - - - - number	95,291,844	96,411,420	95,312,920	96,409,020	33,100	34,451
Flax, and Tow or Codilla of Hemp and Flax - - - cwt.	1,223,701	1,256,051	1,228,895	1,261,292	5,226	5,526
Fruits : viz.						
Currants - - - - - cwt.	206,969	220,118	171,057	164,920	189,590	188,779
Figs - - - - - cwt.	25,515	29,619	20,014	26,936	15,060	20,787
Lemons and Oranges - { chests or boxes	328,016	330,809	298,221	302,038	64,643	63,975
number (loose)	29,395	26,752	21,895	26,752		
- at value	£. 420	£. 627	£. 4,673	£. 5,167		
Raisins - - - - - cwt.	205,911	222,971	179,732	178,623	134,791	138,351
Gloves, Leather - - - - - pairs	1,015,358	1,547,597	997,971	1,509,622	18,577	28,431

ARTICLES.	Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
	Years ended 5th January		Years ended 5th January		Years ended 5th January	
	1840.	1841.	1840.	1841.	1840.	1841.
Hemp, undressed - - - cwt.	995,693	684,921	938,134	737,291	£. 3,912	£. 3,212
Hides, untanned - - - cwt.	418,391	353,434	361,465	304,502	45,995	40,307
Mahogany - - - - - tons	25,859	22,884	21,227	20,437	53,114	49,305
Melasses - - - - - cwt.	490,097	466,976	533,781	423,126	240,209	200,631
Metals: viz.						
Copper Ore - - - - - cwt.	600,022	839,012	15	112	9	21
— Unwrought - - - - - cwt.	12,167	7,102	11	2½	15	3
Iron, in bars or unwrought tons	20,826	18,648	18,437	13,368	27,155	20,855
Steel, unwrought - - - cwt.	13,016	14,702	177	2	32	—
Lead, pig - - - - - tons	3,626	1,600	7	0½	13	—
Spelter - - - - - cwt.	163,815	101,254	88,658	86,982	8,883	9,057
Tin - - - - - cwt.	18,241	9,391	37	4	28	3
Oil: viz.						
Train, Blubber and Spermaceti - - - - - } tons	22,235	25,613	22,414	24,241	8,605	16,955
Palm - - - - - cwt.	343,700	316,480	266,427	317,376	16,652	20,639
Cocoa-nut - - - - - cwt.	30,602	42,421	15,541	37,454	971	2,426
Olive - - - - - gallons	1,793,920	2,213,474	1,815,566	1,989,466	37,949	40,359
Opium - - - - - lb.	196,246	77,872	41,672	47,623	2,084	2,457
Quicksilver - - - - - lb.	2,273,696	1,917,347	341,675	331,649	1,424	1,421
Rice - - - - - cwt.	577,054	444,510	205,787	216,097	10,366	11,569
Rice in the Husk - - - bushels	353,754	349,815	337,472	353,844	40,374	40,057
Saltpetre and Cubic Nitre - cwt.	364,343	338,948	331,484	325,492	8,287	8,364
Seeds: viz.						
Clover - - - - - cwt.	114,929	135,612	93,777	141,304	93,708	141,494
Flaxseed and Linseed - - - bushels	4,151,047	3,558,731	3,889,338	3,292,964	24,304	21,316
Rape - - - - - bushels	983,864	661,173	922,847	701,194	5,703	4,500
Silk: viz.						
Raw - - - - - lb.	3,746,248	3,680,902	3,483,363	3,851,825	14,513	16,586
Waste, Knubs and Husks - lb.	1,042,490	701,439	1,042,655	744,690	466	343
Thrown, of all sorts - - lb.	225,268	287,325	229,940	288,960	36,050	46,634
Silk Manufactures of Europe: viz.						
Silk or Satin, plain - - lb.	127,637	149,841	116,094	116,159	63,891	65,624
— figured or brocaded - lb.	97,215	97,559	94,154	91,811	75,250	74,164
Gauze, plain - - - - - lb.	4,558	3,269	4,420	3,130	3,757	2,700
— striped, figured or } lb.	4,132	3,799	3,846	3,548	5,290	4,928
— brocaded - - - - - }						
— Tissue Foulards - - lb.	9,497	2,059	10,568	2,212	9,968	2,028
Crape, plain - - - - - lb.	3,201	3,935	2,618	3,355	2,095	2,751
— figured - - - - - lb.	112	536	32	236	29	218
Velvet, plain - - - - - lb.	21,727	22,573	18,516	16,531	20,367	18,765
— figured - - - - - lb.	3,360	3,179	2,783	2,600	3,827	3,661
Other sorts - - - - -	-	-	-	-	43,412	49,932
Silk Manufactures of India: viz.						
Bandannoes and other } pieces	503,182	526,912	112,709	100,505	17,158	13,471
Silk Handkerchiefs - }						
Other sorts - - - - -	-	-	-	-	2,853	1,867
Skins: viz.						
Goat, undressed - - - number	502,157	400,832	382,799	377,230	798	807
Kid, undressed - - - number	162,438	140,482	162,922	136,241	27	24
— dressed - - - - - number	531,031	572,267	529,613	560,771	2,655	2,893
Lamb, undressed - - - number	2,093,947	1,775,207	2,120,660	1,552,696	353	273
— tanned, tawed } or dressed - } number	15,400	6,194	14,965	6,078	78	36
Spices: viz.						
Cassia Lignea - - - - - lb.	435,716	329,308	106,603	74,893	2,651	1,958
Cinnamon - - - - - lb.	529,867	294,638	16,426	16,431	411	412
Cloves - - - - - lb.	367,531	59,710	102,339	85,982	2,558	2,220
Mace - - - - - lb.	27,007	21,402	21,185	16,905	2,648	2,181
Nutmegs - - - - - lb.	282,302	113,192	133,507	118,663	16,675	15,042
Pepper - - - - - lb.	9,798,059	5,927,954	2,643,908	2,742,637	66,019	70,627
Pimento - - - - - lb.	1,076,925	1,013,400	309,358	339,453	3,866	4,379

(continued)

ARTICLES.	Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
	Years ended 5th January		Years ended 5th January		Years ended 5th January	
	1840.	1841.	1840.	1841.	1840.	1841.
Spirits : viz.					£.	£.
Rum - galls. (incl. over proof)	5,477,669	4,310,101	2,830,612	2,510,668	1,273,765	1,154,544
Brandy galls. ditto -	2,271,172	3,389,861	1,167,950	1,108,773	1,309,301	1,259,769
Geneva galls. ditto -	668,820	803,201	18,654	16,000	20,891	18,162
Sugar, Unrefined : viz.						
Of the British Possessions } in America - - - } cwt.	2,823,931	2,198,746	2,789,828	2,482,567	3,347,285	3,071,013
Of Mauritius - - - } cwt.	612,586	544,767	589,464	604,762	707,357	746,240
East India of British Pos- } sessions - - - } cwt.	518,925	482,327	477,894	517,121	573,552	639,689
Foreign of all Sorts - cwt.	722,777	806,073	51	2,444	161	8,078
TOTAL OF SUGAR - - -	4,678,219	4,031,913	3,857,237	3,606,894	4,628,355	4,465,020
Tallow - - - - cwt.	1,330,528	1,184,979	1,152,368	1,118,397	182,343	183,803
Tar - - - - lasts & bars.	12,537	14,121	12,210	13,609	9,158	10,707
Tea - - - - lb.	38,158,009	27,462,893	35,136,672	32,262,905	3,660,053	3,473,951
Timber : viz.						
Battens and Batten Ends C.	20,118	19,465	19,499	19,577	177,163	173,509
Deals and Deal Ends from } British America - - } C.	49,396	45,422	48,630	47,848	70,740	90,651
Deals and Deal Ends from } other parts - - - } C.	31,251	28,028	29,204	27,540	567,286	552,655
Staves - - - - C.	81,020	97,050	84,157	95,127	54,932	58,164
Timber 8 inches square and } upwards from British } loads	562,987	646,722	576,405	639,014	275,322	344,047
America - - - - } From other parts - - - loads	162,706	171,577	156,838	168,804	431,297	474,067
Tobacco :						
Unmanufactured - - lb.	35,605,253	35,637,826	22,971,406	22,902,380	3,431,908	3,525,956
Manufactured, and Snuff lb.	1,622,326	1,347,636	196,304	193,901	88,261	90,105
Turpentine :						
Common - - - cwt.	321,211	347,518	383,891	380,049	83,218	84,846
Wine : viz.						
Cape - - - galls	723,748	460,065	535,124	456,696	73,598	64,778
French - - - galls	508,487	561,920	399,443	361,715	109,763	102,332
Other sorts - - galls	8,676,821	8,297,665	6,303,948	6,022,126	1,732,003	1,705,000
TOTAL OF WINE - - -	9,909,056	9,319,650	7,238,515	6,840,537	1,915,364	1,872,110
Wool, Cotton : viz.						
Of the British Possessions } in America - - - } lb.	678,125	430,435	685,092	403,774	102	62
Of the British Possessions } in the East Indies - } lb.	47,233,959	76,703,295	39,332,933	51,931,138	5,853	8,015
From the United States of } America - - - - } lb.	311,597,798	488,572,510	286,423,450	453,016,218	372,951	607,949
From Brazil - - - lb.	16,971,979	14,885,464	17,089,859	13,952,644	22,252	18,754
From Egypt - - - lb.	2,864,748	6,423,414	2,762,687	6,494,421	3,597	8,617
Otherwise imported - lb.	10,049,950	5,950,386	9,472,684	5,399,464	12,290	7,238
TOTAL OF COTTON WOOL -	389,396,559	592,965,504	355,766,705	531,197,659	417,045	650,635
Wool, Sheep and Lambs' - lb.	57,379,923	49,253,083	53,221,668	49,809,502	140,532	132,154
Other Articles - - -	-	-	-	-	741,518	752,761
					£.	
					23,278,089	23,466,117

The foregoing Statement is founded upon Returns transmitted monthly throughout the current year to the Inspector-general of Imports and Exports from the different Ports of the United Kingdom. Such Returns exhibit the gross quantities of Articles entered for consumption, and the gross amount of Duty thereon, without reference to deductions for Over-entries, &c. This Statement will therefore not agree, in all points, with the Annual Statement to be compiled after the final adjustment of the Custom-house Records shall have been made.

— (2.) —

EXPORTS OF FOREIGN AND COLONIAL MERCHANDIZE FROM THE
UNITED KINGDOM.AN ACCOUNT of the EXPORTS of the Principal Articles of Foreign and Colonial Merchandize
in the Year ended 5th January 1841, compared with the Exports of the preceding Year.

ARTICLES.	QUANTITIES EXPORTED.	
	Year ended 5th January	
	1840.	1841.
Cocoa - - - - - lb.	486,905	865,022
Coffee, produce of the British Possessions in America and } lb.	24,014	64,584
Africa - - - - - }		
Imported from the Cape of Good Hope, Mauritius,		
and the British Possessions in the East Indies :		
Produce - - - - - lb.	12,385	32,180
Foreign - - - - - lb.	1,258,681	3,510,200
Foreign Coffee, otherwise imported - - - lb.	11,467,507	9,100,450
Corn, viz. — Wheat - - - - - qrs. bus.	7,770 1	31,744 6
Barley - - - - - qrs. bus.	620 2	4,379 3
Oats - - - - - qrs. bus.	40,305 3	36,486 -
Wheatmeal and Flour - - - cwt. qrs. lb.	108,920 1 10	181,306 2 -
Dyes and Dyeing Stuffs, viz. :		
Cochineal - - - - - lb.	518,125	819,329
Indigo - - - - - lb.	4,345,247	4,587,398
Lac-dye - - - - - lb.	283,356	161,397
Logwood - - - - - tons, cwt. qrs. lb.	5,249 18 2 27	6,983 10 2 25
Metal, viz. — Copper, unwrought - - - cwt. qrs. lb.	11,270 2 18	6,099 0 0
Iron, in bars or unwrought - - - tons, cwt. qrs. lb.	4,484 9 3 25	5,661 6 0 17
Steel, unwrought - - - cwt. qrs. lb.	13,986 2 16	13,199 0 11
Lead, Pig - - - - - tons, cwt. qrs. lb.	3,736 7 3 11	2,530 4 0 4
Spelter - - - - - cwt. qrs. lb.	52,645 2 20	58,746 2 22
Tin - - - - - cwt. qrs. lb.	22,765 2 6	6,593 2 14
Oil, Olive - - - - - gallons	166,948	130,887
Opium - - - - - lb.	10,193	35,848
Quicksilver - - - - - lb.	1,875,509	1,518,411
Rice, not in the husk - - - - - cwt. qrs. lb.	245,466 2 16	288,664 1 14
Spices, viz. — Cassia Lignea - - - - - lb.	656,984	644,520
Cinnamon - - - - - lb.	434,986	464,340
Cloves - - - - - lb.	65,704	207,310
Mace - - - - - lb.	4,073	17,373
Nutmegs - - - - - lb.	107,813	51,244
Pepper - - - - - lb.	8,334,226	5,049,423
Pimento - - - - - lb.	839,173	1,280,682
Spirits, viz. — Rum - - - gallons, (including over-proof)	1,155,753	1,326,410
Brandy - - - gallons, (including over-proof)	1,121,965	1,514,310
Geneva - - - gallons, (including over-proof)	604,563	759,607
Sugar, viz. — Of the British Possessions in America cwt. qrs. lb.	7,898 1 21	3,811 3 4
Of Mauritius - - - - - cwt. qrs. lb.	692 0 11	1,540 3 1
Of the British Possessions in the East } cwt. qrs. lb.	1,880 0 7	2,636 3 21
Indies - - - - - }		
Foreign of all sorts - - - cwt. qrs. lb.	375,248 2 7	221,522 2 19
Tobacco, unmanufactured - - - - - lb.	9,277,518	12,224,594
Foreign Manufactured, and Snuff - - - lb.	1,205,258	1,093,115
Wine, viz. — Cape - - - - - gallons	3,520	5,467
French - - - - - gallons	121,525	155,375
Other sorts - - - - - gallons	1,928,040	2,276,236
Wool, Cotton, viz. :		
Of the British Possessions in America - lb.	1,362	5,696
in the East Indies - lb.	11,647,073	20,488,534
Of other Parts - - - - - lb.	27,089,803	18,178,999
Wool, Sheep and Lambs' - - - - -	695,049	1,014,625

— (3.) —

**EXPORTS OF BRITISH PRODUCE AND MANUFACTURES FROM THE
UNITED KINGDOM.**

AN ACCOUNT of the EXPORTS of the Principal Articles of *British* and *Irish* Produce and Manufactures. in the Year ended 5th January 1841, compared with the Exports of the preceding Year.

ARTICLES.	Declared Value of the Exportations in the Year ended 5th January	
	1840.	1841.
	£.	£.
Coals and Culm - - - - -	542,609	577,042
Cotton Manufactures - - - - -	17,692,183	17,561,711
—— Yarn - - - - -	6,858,193	7,099,468
Earthenware - - - - -	771,173	574,600
Glass - - - - -	371,208	416,526
Hardwares and Cutlery - - - - -	1,828,521	1,345,881
Linen Manufactures - - - - -	3,414,967	3,304,545
—— Yarn - - - - -	818,484	820,197
Metals, viz.—Iron and Steel - - - - -	2,719,825	2,508,526
Copper and Brass - - - - -	1,280,506	1,461,182
Lead - - - - -	197,592	237,197
Tin, in bars, &c. - - - - -	113,319	139,448
Tin Plates - - - - -	346,146	336,902
Salt - - - - -	218,907	213,601
Silk Manufactures - - - - -	868,118	790,435
Sugar, Refined - - - - -	209,844	444,236
Wool, Sheep's or Lambs' - - - - -	360,849	345,999
Woollen Yarn - - - - -	423,320	411,187
Woollen Manufactures - - - - -	6,271,645	5,336,275
TOTAL of the foregoing Articles - - - £.	45,307,409	43,924,958

— (4.) —

PRODUCE OF CUSTOMS DUTIES IN THE UNITED KINGDOM.

AN ACCOUNT of the Gross and Net Produce of the DUTIES of CUSTOMS, in the Year ended 5th January 1841, compared with the Produce of the preceding Year.

	Year ended 5th January	
	1840.	1841.
	£.	£.
Gross Receipt of Duties Inwards - - - - -	23,278,089	23,466,117
Duties Outward - - - - -	127,182	118,287
TOTAL Gross Receipt of Customs Duties - - - £.	23,405,271	23,584,404
PAYMENTS out of Gross Receipt :—for		
Drawbacks and Bounties: viz. On British Refined Sugar - - -	26,379	1,418
Other Articles - - - - -	219,204	234,586
Allowances on Quantities over-entered, Damages, &c. - - -	78,008	76,552
TOTAL Payments out of Gross Receipt - - - - £.	323,591	312,556
NET Receipt of Customs Duties - - - - - £.	23,081,680	23,271,848

— (5.) —

VESSELS EMPLOYED IN THE FOREIGN TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS, distinguishing the Countries to which they belonged, which Entered Inwards and Cleared Outwards, in the Year ended 5th January 1841, compared with the Entries and Clearances in the preceding Year; stated exclusively of Vessels in Ballast, and of those Employed in the Coasting Trade between *Great Britain* and *Ireland*.

COUNTRIES to which the Vessels belonged.	ENTERED INWARDS.				CLEARED OUTWARDS.			
	Years ended 5 January				Years ended 5 January			
	1840.		1841.		1840.		1841.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Ton age.	Ships.	Tonnage.
United Kingdom and its Dependencies - - -	14,348	2,756,533	14,370	2,807,367	11,952	2,197,014	12,934	2,408,792
Russia - - -	259	73,012	275	79,445	133	36,828	94	25,903
Sweden - - -	207	28,257	236	33,913	151	17,287	167	18,650
Norway - - -	969	134,449	936	141,689	265	24,768	295	28,153
Denmark - - -	1,557	110,727	1,440	114,590	1,255	86,064	1,210	85,249
Prussia - - -	1,165	222,258	1,186	218,403	556	98,517	560	94,475
Other German States -	1,171	83,267	1,207	90,842	757	55,051	801	60,324
Holland - - -	731	61,923	669	56,952	513	48,830	628	58,592
Belgium - - -	313	42,141	239	32,648	359	52,567	297	44,367
France - - -	1,508	102,123	1,045	60,063	1,071	136,923	1,705	136,614
Spain - - -	68	7,732	72	8,312	52	6,221	59	6,916
Portugal - - -	63	6,872	87	8,983	55	6,021	76	8,914
Italian States - - -	168	40,026	72	18,878	119	26,633	67	18,346
Other European States -	1	200	1	250	5	1,024	2	289
United States of America	579	286,658	887	432,486	579	291,586	813	396,566
Other States in America, } Africa, or Asia - - }	7	1,290	3	386	2	418	2	476
TOTAL - - -	23,114	3,957,468	22,725	4,105,207	18,424	3,085,752	19,710	3,392,626

— (6.) —

VESSELS EMPLOYED IN THE COASTING TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS which Entered Inwards and Cleared Outwards with Cargoes, at the several Ports of the United Kingdom, during the Year ended 5 January 1841, compared with the Entries and Clearances of the preceding Year; distinguishing the Vessels Employed in the Intercourse between *Great Britain* and *Ireland* from other Coasters.

	ENTERED INWARDS.				CLEARED UTWARDS.			
	Years ended 5 January				Years ended 5 January			
	1840.		1841.		1840.		1841.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Employed in the Inter- course between Great Britain and Ireland - }	9,221	1,176,893	9,423	1,150,395	17,335	1,708,243	17,369	1,677,264
Other Coasting Vessels -	121,033	9,433,511	123,876	9,615,661	125,560	9,557,830	128,758	9,740,727
TOTAL - - -	130,254	10,610,404	133,299	10,766,056	142,895	11,266,073	146,127	11,417,991

Statistical Department, Board of Trade, }
18 February 1841.

G. R. Porter.

TRADE AND NAVIGATION.

ACCOUNTS

RELATING TO

TRADE AND NAVIGATION,
CUSTOMS DUTIES,

AND

TONNAGE OF VESSELS.

[Presented to Parliament by Her Majesty's Command.]

Ordered, by The House of Commons, to be Printed,
19 February 1841.

61.

Under 1 oz.

TRADE OF BRITISH POSSESSIONS ABROAD.

RETURN to an Order of the Honourable The House of Commons,
dated 5 April 1841;—for,

A RETURN of the several enumerated Articles on the Importation of which into Her Majesty's Possessions in *North America* or the *West Indies*, a Duty of Thirty per Cent. is now by Law chargeable.

A like RETURN of those on which a Duty of Twenty per Cent. is chargeable.

A like RETURN of those on which Fifteen per Cent. is chargeable.

RETURNS of the Total Declared Value of each of the several Articles of *British* Produce or Manufacture imported in the Year 1839 into the *British* Possessions in *America* or *West Indies*, on which, if of Foreign Produce or Manufacture, and imported from Foreign Countries, a Duty of Thirty per Cent. or Twenty per Cent. respectively would have been chargeable.

Of the Total Declared Value of each of the several Articles of Foreign Produce or Manufacture subject to the above Duties of Thirty and Twenty per Cent. respectively, which have been imported into the said Possessions from Foreign Countries in the Year 1839, and not re-exported.

(*Mr. Goulburn.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

A RETURN of the Total Declared Value of each of the several Articles of *British* Produce or Manufacture imported in the Year 1839 into the *British* Possessions in *America* or the *West Indies*, on which, if of Foreign Produce or Manufacture, and imported from Foreign Countries, a Duty of Thirty per Cent. or Twenty per Cent. respectively would have been chargeable:— and of the Total Declared Value of each of the several Articles of Foreign Produce or Manufacture subject to the above Duties of Thirty and Twenty per Cent. respectively, which have been imported into the said Possessions from Foreign Countries in the Year 1839, and not re-exported.

	Articles of BRITISH MANUFACTURE Imported into the British Possessions in America and the West Indies.				Articles of FOREIGN MANUFACTURE Imported into the British Possessions in America and the West Indies, and charged with Duty.		
	British NORTH AMERICAN Provinces.	British WEST INDIES.	TOTAL.		British NORTH AMERICAN Provinces.	British WEST INDIES.	TOTAL.
Articles which, if of Foreign Manufacture, would have been chargeable with a Duty of 30 per cent. <i>ad valorem</i> :—	£.	£.	£.	Articles charged with a Duty of 30 per cent. <i>ad valorem</i> :—	£.	£.	£.
Clocks and Watches - - -	2,826	2,440	5,266	Clocks and Watches - - -	69	377	446
Leather Manufactures - - -	43,052	159,728	202,780	Leather Manufactures - - -	2,003	2,209	4,212
Linen - - -	142,649	340,232	482,881	Linen - - -	223	1,541	1,764
Musical Instruments - - -	6,294	7,472	13,766	Musical Instruments - - -	351	630	981
Wires of all sorts - - -	539	201	740	Wires of all sorts - - -	1	3	4
Books - - -	14,449	15,962	30,411	Books - - -	1,559	495	2,054
Paper-hangings - - -	413	776	1,189	Paper hangings - - -	1,249	109	1,358
Paper of other sorts* - - -	—	—	—	Paper of other sorts - - -	449	889	1,338
Silk Manufactures - - -	136,296	36,573	172,869	Silk Manufactures - - -	567	3,024	3,591
Articles which, if of Foreign Manufacture, would have been chargeable with a Duty of 20 per cent. <i>ad valorem</i> :—				Articles charged with a Duty of 20 per cent. <i>ad valorem</i> :—			
Glass Manufactures - - -	27,460	26,176	53,636	Glass Manufactures - - -	3,324	10,386	13,740
Soap - - -	53,760	106,818	160,578	Soap - - -	301	756	1,057
Sugar, refined - - -	48,215	19,354	67,569	Sugar, refined - - -	1,012	163	1,175
Sugar Candy - - -	290	121	411	Sugar Candy - - -	210	118	328
Tobacco, manufactured - - -	42	1,328	1,370	Tobacco, manufactured - - -	14,650	17,443	32,093
Cotton Manufactures - - -	739,759	1,023,868	1,763,627	Cotton Manufactures - - -	986	4,897	5,883
Aggregate of the specified Articles } £.	1,216,044	1,741,049	2,957,093	Aggregate of the specified Articles } £.	26,984	43,040	70,024
of British Manufacture - - -				of Foreign Manufacture - - -			

* The importations of Paper of British manufacture coming under the description of Stationery cannot be distinguished from the mass of other articles included under the same head.

Inspector-General's Office, Custom-house, London, }
21 April 1841.

William Irving,
Inspector-General of Imports and Exports.

A RETURN of the several enumerated Articles on the Importation of which into Her Majesty's Possessions in *North America* or the *West Indies*, a Duty of Thirty per Cent. is now by Law chargeable; viz.—

Clocks and Watches.
Leather Manufactures.
Linen.
Musical Instruments.
Wires of all sorts.
Books and Papers.
Silk Manufactures.

A like RETURN of those on which a Duty of Twenty per Cent. is chargeable; viz.—

Glass Manufactures.
Soap.
Refined Sugar.
Sugar Candy.
Tobacco, manufactured.
Cotton Manufactures.

A like RETURN of those on which Fifteen per Cent. is chargeable; viz.—

All goods not otherwise charged with Duty, or not declared to be free of Duty, under 3 & 4 Will. 4, c. 59.

Customs, London, }
21 April 1841. }

J. Woodhouse,
Insp^r and Exam^r Plant^a Acc^{ts}.

TRADE OF BRITISH POSSESSIONS ABROAD.

RETURNS of the several enumerated Articles
on the Importation of which into *North America*
or the *West Indies*, a Duty of Thirty or Twenty
or Fifteen per Cent. is chargeable.

(*Mr. Goulburn.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

261.

Under 1 oz.

ALE AND PORTER.

RETURN to an Order of the Honourable The House of Commons,
dated 16 March 1841;—*for*,

AN ACCOUNT of the QUANTITY of ALE and PORTER Exported to FOREIGN COUNTRIES from the UNITED KINGDOM, for the Years 1839 and 1840; distinguishing each Year separately, and the Countries to which Exported.

COUNTRIES TO WHICH EXPORTED.	BEER AND ALE Exported from the United Kingdom.	
	Years	
	1839.	1840.
	<i>Barrels.</i>	<i>Barrels.</i>
Russia - - - - -	3,636	3,834
Sweden - - - - -	10	17
Norway - - - - -	154	113
Denmark - - - - -	99	77
Prussia - - - - -	2,412	2,551
Germany - - - - -	748	737
Holland - - - - -	320	358
Belgium - - - - -	166	115
France - - - - -	700	1,041
Portugal, Azores and Madeira - - - - -	135	209
Spain and the Canaries - - - - -	100	170
Gibraltar - - - - -	830	716
Italy - - - - -	235	224
Malta - - - - -	674	1,195
Ionian Islands - - - - -	150	280
Morea and Greek Islands - - - - -	2	38
Turkey and the Levant - - - - -	206	507
Syria and Palestine - - - - -	2	1
Egypt - - - - -	109	127
Western Coast of Africa - - - - -	873	835
Cape of Good Hope - - - - -	2,438	2,367
St. Helena - - - - -	297	187
Mauritius - - - - -	1,703	2,965
East Indies and China - - - - -	46,225	45,090
Australian Settlements - - - - -	37,919	51,735
New Zealand - - - - -	493	1,121
British North American Colonies - - - - -	3,298	4,809
British West Indies - - - - -	36,997	37,935
Foreign West Indies - - - - -	3,096	3,912
United States of America - - - - -	6,841	3,817
Mexico - - - - -	95	39
Columbia - - - - -	206	98
Brazil - - - - -	4,605	5,217
States of the Rio-de-la-Plata - - - - -	368	423
Chili - - - - -	329	291
Peru - - - - -	58	99
Isles of Guernsey, Jersey, Alderney and Man - - - - -	1,064	1,368
TOTAL - - - - -	157,593	174,618

WILLIAM IRVING,

Inspector General of Imports and Exports.

Inspector General's Office,
Custom House, London,
31 March 1841.

ALE AND PORTER.

AN ACCOUNT of the QUANTITY of ALE and PORTER exported to FOREIGN COUNTRIES from the UNITED KINGDOM, for the Years 1839 and 1840; distinguishing each Year separately, and the Countries to which Exported.

(Mr. Darby.)

Ordered, by The House of Commons, to be Printed,
2 April 1841.

BARILLA.

RETURN to an Order of the Honourable The House of Commons, dated 5 April 1841 :—for,

AN ACCOUNT of all BARILLA only on which Duty has been paid for Home Consumption, for the Years ended 5th April 1834, 1835, 1836, 1837, 1838, 1839, 1840 and 1841, distinguishing the Quantities at the Ports of *London, Bristol, Gloucester, Belfast*, and *Newry*, for the same Years; of all Drawbacks or other Allowances made or rebated in *Ireland* upon Barilla, and of the Net Amount paid into the Exchequer for the above Years upon Barilla.

Quantities on which Duty was paid for Home Consumption:	Years ending 5th April															
	1834.		1835.		1836.		1837.		1838.		1839.		1840.		1841.	
	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Cwts.	qrs. lbs.
At London	99,349	0 4	54,826	1 5	30,165	2 26	19,264	0 16	15,818	3 13	9,085	1 9	3,002	3 7	1,696	3 22
Bristol	26,522	3 12	12,411	2 27	10,489	3 27	4,949	1 7	9,559	0 19	6,237	2 6	1,567	0 16	3,344	0 13
Gloucester	5,432	1 20	4,288	2 2	3,786	1 12	6,235	3 19	3,535	1 16	4,960	2 13	4,456	2 0	153	2 24
Other Ports of Great Britain	11,832	0 3	4,723	2 22	2,000	0 0	1,504	2 23	226	1 22	1,085	1 19	-	-	462	3 5
Belfast	70,670	2 8	64,960	3 26	73,124	2 17	47,858	3 23	47,265	0 25	32,778	3 20	40,126	0 10	37,930	1 13
Newry	10,069	1 18	5,525	2 27	5,513	3 3	7,251	0 4	5,485	3 14	4,424	2 0	8,908	3 5	6,631	1 5
Other Ports of Ireland	13,835	3 13	12,214	0 23	7,302	0 14	10,494	3 2	8,112	1 2	4,587	0 12	6,022	0 14	4,071	2 14
TOTAL	237,712	0 22	158,951	0 20	132,332	2 15	97,558	3 10	99,003	0 27	63,159	1 23	64,083	1 24	54,290	3 12
Gross Amount of Duty:	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Great Britain	14,313	13 10	7,625	- 2	4,639	3 3	3,195	8 5	2,914	- 2	2,136	17 10	902	12 -	589	6 -
Ireland	9,457	13 10	8,270	2 11	8,594	2 11	6,560	11 3	6,086	9 5	4,179	2 4	5,505	15 5	5,083	- 4
Deductions from the Gross Duty:	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Drawbacks allowed on Barilla used in bleaching Linen:	23,771	7 8	15,895	3 1	13,233	6 2	9,755	19 8	9,000	9 7	6,316	- 2	6,408	7 5	5,672	6 4
Ireland	4,030	16 7	4,999	4 -	5,465	4 5	4,282	18 6	3,157	17 -	2,746	17 7	3,189	9 10	2,431	4 9
Abatements and Repayments for Over-entries and Damage:	333	7 5	213	1 -	61	13 8	60	19 -	147	19 7	217	- 1	13	12 7	23	13 10
Great Britain	15	14 5	14	7 6	11	6 5	20	12 9	50	3 3	7	1 10	13	10 7	7	14 3
Ireland	349	1 10	227	8 6	73	- 1	81	11 9	198	2 10	224	1 11	27	3 2	31	8 1
Net Produce of Duty on Barilla:	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Great Britain	13,980	6 5	7,411	19 2	4,577	9 7	3,134	9 5	2,766	- 7	1,919	17 9	888	19 5	565	12 2
Ireland	5,411	2 10	3,256	11 5	3,117	12 1	2,257	- -	2,878	9 2	1,425	2 11	2,302	15 -	2,644	1 4
TOTAL	19,391	9 3	10,668	10 7	7,695	1 8	5,391	9 5	5,644	9 9	3,345	- 8	3,191	14 5	3,209	13 6

Inspector-General's Office, Custom-House, London, }
30 April 1841.
Inspector-General of Imports and Exports.
William Irving,

BARILLA.

AN ACCOUNT of all BARILLA only on which
Duty has been paid for Home Consumption,
from 6th April 1834 to 6th April 1841.

(*Mr. Pattison.*)

Ordered, by The House of Commons, to be Printed,
6 May 1841.

COALS, CINDERS, AND CULM.

RETURNS to an Order of the Honourable The House of Commons, dated 3 March 1841;—*for*,

No. 1.—AN ACCOUNT of the Quantities of COALS, CINDERS and CULM Shipped at the several Ports of *England, Scotland and Ireland*, Coastways, to other Ports of the United Kingdom, in the Year 1840; distinguishing the Quantity shipped at each of the said Ports, as compared with the Year 1839.

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS and CULM Exported from the several Ports of *England, Scotland and Ireland* to Foreign Countries, and the *British* Settlements Abroad, in the Year 1840; distinguishing the Countries to which the same were sent, and comparing the same with the Year 1839; also distinguishing the Ports of the United Kingdom from which the same were shipped.

No. 3.—AN ACCOUNT of the Quantities of COALS, CINDERS and CULM Exported from the United Kingdom in the Year 1840, with the Rate and Amount of DUTY thereon.

No. 4.—AN ACCOUNT of the Quantities of COALS brought COASTWAYS and by INLAND NAVIGATION into the Port of *London* during the Year 1840, comparing the same with the Quantities brought during the Year 1839.

No. 1.—QUANTITIES of COALS, CINDERS and CULM Shipped at the several Ports of *England, Scotland and Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which Shipped.	YEAR 1839.				YEAR 1840.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
ENGLAND:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Portsmouth - - -	2,940	- -	- -	2,940	2,428	- -	- -	2,428
Cowes - - -	-	- -	- -	-	20	- -	- -	20
Poole - - -	-	- -	- -	-	667	- -	- -	667
Plymouth - - -	-	- -	189	189	54	- -	130	184
Barnstaple - - -	-	- -	- -	-	18	- -	18	36
Bristol - - -	3,550	160	- -	3,710	3,770	- -	30	3,800
Gloucester - - -	74,667	- -	119	74,786	105,108	- -	650	105,758
Chepstow - - -	-	- -	- -	-	54	50	- -	104
Cardiff - - -	145,057	- -	- -	145,057	162,061	222	- -	162,283
Newport - - -	469,644	1,176	- -	470,820	482,214	184	- -	482,398
Swansea - - -	227,462	38	259,292	486,792	213,228	562	246,411	460,201
Llanelly - - -	114,193	- -	27,646	141,839	151,750	- -	41,019	192,769
Milford - - -	17,731	- -	45,490	63,221	20,954	- -	55,814	76,768
Beaumaris - - -	-	- -	- -	-	308	- -	- -	308
Chester - - -	88,111	- -	- -	88,111	86,227	- -	- -	86,227
Liverpool - - -	No account kept since 6th August 1834.				-	- -	- -	-
Fleetwood - - -	22,143	399	144	22,686	21,299	383	383	22,065
Lancaster - - -	2,161	- -	- -	2,161	2,570	- -	- -	2,570
Whitehaven - - -	435,129	97	3,962	439,188	420,385	32	2,962	423,379
Carlisle - - -	49,852	183	106	50,141	50,259	289	- -	50,548
Berwick - - -	1,259	- -	- -	1,259	659	- -	- -	659
Newcastle - - -	2,149,814	9,507	- -	2,159,321	2,267,082	14,261	- -	2,281,343
Sunderland - - -	913,394	566	- -	913,960	867,777	451	- -	868,228
Stockton - - -	1,308,778	- -	- -	1,308,778	1,367,532	- -	- -	1,367,532
Hull - - -	13,261	24	- -	13,285	12,954	15	- -	12,969
Goole - - -	132,475	- -	- -	132,475	146,376	- -	- -	146,376
Grimsby - - -	83	- -	- -	83	-	- -	- -	-
Woodbridge - - -	-	- -	- -	-	10	- -	- -	10
Harwich - - -	400	- -	- -	400	60	- -	- -	60
Maldon - - -	-	375	- -	375	-	- -	- -	-
SCOTLAND:								
Leith - - -	30,459	- -	- -	30,459	24,987	20	- -	25,007
Borrowstoness - - -	125,789	394	- -	126,183	130,483	125	- -	130,608
Grangemouth - - -	69,383	- -	- -	69,383	81,700	- -	- -	81,700
Kirkaldy - - -	46,960	- -	- -	46,960	52,262	- -	- -	52,262
Dundee - - -	244	- -	- -	244	-	- -	- -	-
Greenock - - -	1,389	- -	- -	1,389	782	- -	- -	782
Port Glasgow - - -	18	- -	- -	18	90	- -	- -	90
Glasgow - - -	100,922	96	20	101,038	86,714	213	192	87,119
Irvine - - -	248,417	- -	- -	248,417	252,976	- -	- -	252,976
Ayr - - -	73,457	- -	- -	73,457	91,196	- -	- -	91,196
Campbeltown - - -	1,800	- -	- -	1,800	1,794	- -	- -	1,794
IRELAND:								
Dublin - - -	225	- -	- -	225	696	- -	- -	696
Waterford - - -	1,639	- -	- -	1,639	1,874	- -	- -	1,874
Limerick - - -	209	- -	- -	209	83	- -	- -	83
Newry - - -	15	- -	- -	15	-	- -	- -	-
TOTAL - -	6,873,030	13,015	336,968	7,223,013	7,111,461	16,807	347,609	7,475,877

No. 2.—QUANTITIES and DECLARED VALUE of COALS, CINDERS and CULM Exported from the several

YEAR 1839.

P O R T S from which S H I P P E D.	QUANTITIES EXPORTED.				DECLARED VALUE THEREOF.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
ENGLAND:	Tons.	Tons.	Tons.	Tons.	£.	£.	£.	£.
LONDON - - -	26,547	93	- -	26,640	27,712	82	- -	27,794
Dover - - -	65	- -	- -	65	50	- -	- -	50
Portsmouth - - -	230	- -	- -	230	260	- -	- -	260
Southampton - - -	35	- -	- -	35	35	- -	- -	35
Cowes - - -	30	- -	- -	30	30	- -	- -	30
Poole - - -	313	- -	- -	313	354	- -	- -	354
Dartmouth - - -	60	- -	- -	60	39	- -	- -	39
Plymouth - - -	2	- -	- -	2	2	- -	- -	2
Penzance - - -	33	- -	- -	33	26	- -	- -	26
St. Ives - - -	88	- -	- -	88	53	- -	- -	53
Bideford - - -	10	- -	- -	10	8	- -	- -	8
Bridgwater - - -	15	- -	- -	15	8	- -	- -	8
Bristol - - -	6,874	- -	- -	6,874	4,119	- -	- -	4,119
Gloucester - - -	3,058	- -	- -	3,058	1,752	- -	- -	1,752
Cardiff - - -	4,843	36	- -	4,879	2,157	25	- -	2,182
Newport - - -	13,035	- -	- -	13,035	6,151	- -	- -	6,151
Swansea - - -	25,291	- -	393	25,684	10,824	- -	135	10,959
Llanelly - - -	24,890	- -	- -	24,890	11,745	- -	- -	11,745
Beaumaris - - -	45	- -	- -	45	23	- -	- -	23
Chester - - -	3,921	- -	- -	3,921	1,586	- -	- -	1,586
Liverpool - - -	103,582	48	- -	103,630	58,547	58	- -	58,605
Fleetwood - - -	107	- -	- -	107	55	- -	- -	55
Lancaster - - -	544	- -	- -	544	344	- -	- -	344
Whitehaven - - -	22,616	- -	- -	22,616	8,129	- -	- -	8,129
Carlisle - - -	2,432	- -	- -	2,432	996	- -	- -	996
Berwick - - -	1,285	87	- -	1,372	456	32	- -	488
Newcastle - - -	543,846	14,206	- -	558,052	195,390	13,210	- -	208,600
Sunderland - - -	369,882	738	- -	370,620	98,470	417	- -	98,887
Stockton - - -	110,019	1,688	- -	111,707	26,121	920	- -	27,041
Scarborough - - -	30	- -	- -	30	14	- -	- -	14
Hull - - -	28,423	3	- -	28,426	13,957	2	- -	13,959
Goole - - -	4,614	188	- -	4,802	2,308	90	- -	2,398
Grimsby - - -	419	- -	- -	419	209	- -	- -	209
Yarmouth - - -	321	- -	- -	321	106	- -	- -	106
Aldborough - - -	25	- -	- -	25	30	- -	- -	30
Harwich - - -	87	- -	- -	87	40	- -	- -	40
Colchester - - -	40	- -	- -	40	18	- -	- -	18
SCOTLAND:								
Leith - - -	18,356	10	- -	18,366	6,582	11	- -	6,593
Borrowstoness - - -	33,029	- -	- -	33,029	12,860	- -	- -	12,860
Grangemouth - - -	11,151	- -	- -	11,151	3,743	- -	- -	3,743
Kirkaldy - - -	7,138	- -	- -	7,138	2,847	- -	- -	2,847
Dundee - - -	814	- -	- -	814	252	- -	- -	252
Montrose - - -	20	- -	- -	20	10	- -	- -	10
Aberdeen - - -	120	- -	- -	120	60	- -	- -	60
Greenock - - -	15,955	56	- -	16,011	8,343	79	- -	8,422
Port Glasgow - - -	3,768	- -	- -	3,768	1,885	- -	- -	1,885
Glasgow - - -	20,723	10	- -	20,733	8,470	21	- -	8,491
Irvine - - -	19,224	- -	- -	19,224	7,475	- -	- -	7,475
Ayr - - -	151	- -	- -	151	53	- -	- -	53
Campbeltown - - -	40	- -	- -	40	14	- -	- -	14
IRELAND:								
Dublin - - -	1,320	- -	- -	1,320	1,035	- -	- -	1,035
Waterford - - -	238	- -	- -	238	70	- -	- -	70
Cork - - -	374	- -	- -	374	347	- -	- -	347
Londonderry - - -	613	- -	- -	613	376	- -	- -	376
Belfast - - -	761	- -	- -	761	531	- -	- -	531
Newry - - -	400	- -	- -	400	450	- -	- -	450
TOTAL - -	1,431,861	17,163	393	1,449,417	1,527,527	14,947	135	542,609

Ports of *England, Scotland and Ireland* to Foreign Countries and the *British Settlements* Abroad.

Y E A R 1839.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.				DECLARED VALUE THEREOF.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>£.</i>	<i>£.</i>	<i>£.</i>	<i>£.</i>
Russia - - -	73,968	4,086	- -	78,054	21,776	3,524	- -	25,300
Sweden - - -	24,468	251	- -	24,719	6,177	232	- -	6,409
Norway - - -	9,962	741	- -	10,703	2,911	740	- -	3,651
Denmark - - -	125,462	3,543	- -	129,005	35,484	3,001	- -	38,485
Prussia - - -	83,638	304	- -	83,942	22,089	259	- -	22,348
Germany - - -	111,901	4,777	- -	116,678	29,871	3,923	- -	33,794
Holland - - -	177,997	2,351	- -	180,348	62,159	2,275	- -	64,434
Belgium - - -	7,004	- -	- -	7,004	2,526	- -	- -	2,526
France - - -	339,938	287	148	340,373	116,678	233	50	116,961
Portugal, Azores and Madeira - - -	21,784	44	45	21,873	7,764	37	15	7,816
Spain and the Canaries	18,200	- -	- -	18,200	7,583	- -	- -	7,583
Gibraltar - - -	11,715	11	- -	11,726	4,802	8	- -	4,810
Italy - - -	30,088	191	- -	30,279	12,727	177	- -	12,904
Malta - - -	27,988	- -	- -	27,988	12,008	- -	- -	12,008
Ionian Islands - -	2,094	- -	- -	2,094	934	- -	- -	934
Morea and Greek Islands - - -	2,853	- -	- -	2,853	1,202	- -	- -	1,202
Turkey and Continental Greece - - -	27,703	4	- -	27,707	11,117	5	- -	11,222
Syria and Palestine -	1,056	- -	- -	1,056	451	- -	- -	451
Cape of Good Hope -	6,611	5	- -	6,616	3,695	10	- -	3,705
Other Parts of Africa -	37,393	54	- -	37,447	15,831	52	- -	15,883
East Indies and China -	13,721	82	- -	13,803	8,214	86	- -	8,300
Australian Settlement -	327	2	- -	329	235	3	- -	238
New Zealand - - -	113	- -	- -	113	60	- -	- -	60
British North Ame- rican Colonies -	50,797	186	- -	50,983	23,732	115	- -	23,847
British West Indies -	64,053	25	- -	64,078	43,600	40	- -	43,640
Foreign West Indies -	7,447	- -	- -	7,447	3,476	- -	- -	3,476
United States of Ame- rica - - -	52,889	41	- -	52,930	27,916	33	- -	27,949
Guatemala - - -	1	- -	- -	1	1	- -	- -	1
Columbia - - -	10	- -	- -	10	9	- -	- -	9
Brazil - - -	21,026	40	- -	21,066	9,920	45	- -	9,965
States of the Rio de la Plata - - -	1,090	- -	- -	1,090	571	- -	- -	571
Chili - - -	116	- -	- -	116	75	- -	- -	75
Peru - - -	91	- -	- -	91	52	- -	- -	52
Isles of Guernsey, Jersey, Alderney and Man -	78,357	138	200	78,695	31,781	149	70	32,000
TOTAL - -	1,431,861	17,163	393	1,449,417	527,527	14,947	135	542,609

No. 2.—QUANTITIES and DECLARED VALUE of COALS, - - - - -

YEAR 1840 - - - - -

P O R T S from which S H I P P E D.	QUANTITIES EXPORTED.				DECLARED VALUE THEREOF.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	£.	£.	£.	£.
ENGLAND:								
London - - -	26,627	58	-	26,685	27,162	102	-	27,264
Rochester - - -	30	-	-	30	30	-	-	30
Shoreham - - -	18	-	-	18	25	-	-	25
Portsmouth - - -	205	-	-	205	160	-	-	160
Southampton - - -	72	-	-	72	59	-	-	59
Poole - - -	225	-	-	225	235	-	-	235
Dartmouth - - -	130	-	-	130	100	-	-	100
Plymouth - - -	234	-	-	234	148	-	-	148
Falmouth - - -	93	-	-	93	35	-	-	35
St. Ives - - -	242	-	-	242	114	-	-	114
Bideford - - -	20	-	-	20	8	-	-	8
Bristol - - -	8,787	-	-	8,787	5,149	-	-	5,149
Gloucester - - -	2,290	-	-	2,290	1,187	-	-	1,187
Cardiff - - -	3,826	-	-	3,826	1,939	-	-	1,939
Newport - - -	7,115	141	-	7,256	3,290	105	-	3,395
Swansea - - -	32,911	-	178	33,089	15,605	-	71	15,676
Llanelly - - -	19,275	-	-	19,275	9,103	-	-	9,103
Milford - - -	372	-	39	411	286	-	12	298
Chester - - -	2,986	-	-	2,986	1,167	-	-	1,167
Liverpool - - -	109,546	-	-	109,546	67,746	-	-	57,746
Fleetwood - - -	170	-	-	170	100	-	-	100
Whitehaven - - -	24,288	-	30	24,318	8,890	-	6	8,896
Carlisle - - -	1,929	-	-	1,929	845	-	-	845
Berwick - - -	1,069	-	-	1,069	401	-	-	401
Newcastle - - -	583,041	10,870	-	593,911	212,562	10,440	-	223,002
Sunderland - - -	442,095	892	-	442,987	101,868	544	-	102,412
Stockton - - -	131,217	1,625	-	132,842	33,030	882	-	33,912
Scarborough - - -	55	-	-	55	33	-	-	33
Hull - - -	29,344	5	-	29,349	13,686	4	-	13,690
Goole - - -	3,026	-	-	3,026	1,503	-	-	1,503
Grimsby - - -	500	17	-	517	250	11	-	261
Lynn - - -	32	-	-	32	20	-	-	20
Yarmouth - - -	115	-	-	115	52	-	-	52
Aldborough - - -	30	-	-	30	30	-	-	30
SCOTLAND:								
Leith - - -	17,872	80	-	17,952	6,004	98	-	6,102
Borrowstoness - - -	39,339	-	-	39,339	14,219	-	-	14,219
Grangemouth - - -	10,767	-	-	10,767	3,602	-	-	3,602
Kirkaldy - - -	10,870	5	-	10,875	4,222	4	-	4,226
Dundee - - -	1,063	36	-	1,099	503	70	-	573
Aberdeen - - -	109	-	-	109	48	-	-	48
Greenock - - -	27,312	-	-	27,312	15,498	-	-	15,498
Port Glasgow - - -	4,645	-	-	4,645	2,291	-	-	2,291
Glasgow - - -	25,072	54	-	25,126	9,582	51	-	9,633
Irvine - - -	19,126	-	-	19,126	7,385	-	-	7,385
Ayr - - -	442	-	-	442	200	-	-	200
Stranraer - - -	100	-	-	100	75	-	-	75
IRELAND:								
Dublin - - -	1,190	-	-	1,190	1,462	-	-	1,462
Cork - - -	1,108	-	-	1,108	859	-	-	859
Sligo - - -	160	-	-	160	115	-	-	115
Londonderry - - -	140	-	-	140	100	-	-	100
Belfast - - -	903	-	-	903	1,041	-	-	1,041
Newry - - -	150	-	-	150	95	-	-	95
TOTAL - -	1,592,283	13,783	247	1,606,313	564,119	12,311	89	576,519

CINDERS and CULM Exported—continued.

YEAR 1840.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.				DECLARED VALUE THEREOF.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	£.	£.	£.	£.
Russia - - -	90,930	2,440	- -	93,370	25,812	2,202	- -	28,014
Sweden - - -	21,135	897	- -	21,532	6,205	345	- -	6,550
Norway - - -	13,110	647	- -	13,757	3,705	596	- -	4,301
Denmark - - -	124,691	2,088	- -	126,779	33,652	1,952	- -	35,604
Prussia - - -	89,443	241	- -	89,684	23,933	209	- -	24,142
Germany - - -	119,600	1,791	- -	121,391	30,680	1,470	- -	32,150
Holland - - -	203,131	2,626	- -	205,757	60,140	2,597	- -	62,737
Belgium - - -	4,506	- -	- -	4,506	1,650	- -	- -	1,650
France - - -	394,512	372	70	394,954	128,972	340	28	129,340
Portugal, Azores and Madeira - -	23,826	16	- -	23,842	8,842	14	- -	8,856
Spain and the Canaries	13,766	186	- -	13,952	5,636	178	- -	5,814
Gibraltar - - -	14,690	30	- -	14,720	6,199	60	- -	6,259
Italy - - -	15,904	613	- -	16,517	6,437	593	- -	7,030
Malta - - -	27,847	- -	- -	27,847	11,737	- -	- -	11,737
Ionian Islands - -	3,329	- -	- -	3,329	1,482	- -	- -	1,482
Morea and Greek Is- lands - - -	3,865	- -	- -	3,865	1,697	- -	- -	1,697
Turkey and Continental Greece - - -	27,537	- -	- -	27,537	11,047	- -	- -	11,047
Cape of Good Hope -	7,927	- -	- -	7,927	4,147	- -	- -	4,147
Other Parts of Africa -	30,175	10	- -	30,185	11,342	7	- -	11,349
East Indies and China -	32,676	377	- -	33,053	18,053	369	- -	18,422
Australian Settlement -	466	- -	- -	466	398	- -	- -	398
British North American Colonies - -	50,634	1,541	- -	52,175	20,211	975	- -	21,186
British West Indies -	82,508	56	- -	82,564	52,712	95	- -	52,807
Foreign West Indies -	11,701	- -	- -	11,701	5,032	- -	- -	5,032
United States of Ame- rica - - -	77,325	234	- -	77,559	39,835	178	- -	40,013
Mexico - - -	588	- -	- -	588	278	- -	- -	278
Guatemala - - -	98	- -	- -	98	100	- -	- -	100
Columbia - - -	29	- -	- -	29	12	- -	- -	12
Brazil - - -	22,470	- -	- -	22,470	9,718	- -	- -	9,718
States of the Rio de la Plata - - -	3,388	- -	- -	3,388	1,434	- -	- -	1,434
Chili - - -	2,937	- -	- -	2,937	1,534	- -	- -	1,534
Peru - - -	275	- -	- -	275	132	- -	- -	132
Isles of Guernsey, Jer- sey, Alderney and Man - - -	77,264	118	177	77,559	31,355	131	61	31,547
TOTAL - -	1,592,283	13,783	247	1,606,313	564,119	12,311	89	576,519

—No. 3.—

QUANTITIES of COALS, CINDERS and CULM Exported from the United Kingdom to Foreign Countries and the *British* Settlements Abroad; with the Rates and Amount of Duties received thereon.

YEAR 1840.				
	QUANTITIES EXPORTED.	DUTIES received thereon.		
		Duty payable on Exportation in Foreign Ships.	Duty payable on Exportation (to Foreign Countries) in British Ships.	TOTAL.
	<i>Tons.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
Coals - - - -	1,592,283	4,763 17 2	2,148 10 9	6,912 7 11
Cinders - - - -	13,783	10 - 5	55 11 9	65 12 2
Culm - - - -	247	- - -	- - 3	- - 3
TOTAL - - -	1,606,313	4,773 17 7	2,204 2 9	6,978 - 4

RATES of DUTY on COALS, CINDERS and CULM Exported from the United Kingdom in the Year 1840.

Coals, Cinders and Culm Exported in British Ships (or Ships of States acting under Treaty of Reciprocity):

To British Possessions - - -	Free.
To Foreign Countries - - -	{ Previously to 15th May, 10 <i>s.</i> per cent. <i>ad valorem</i> . { Subsequently to 15th May, 10 <i>s.</i> 6 <i>d.</i> per cent. <i>ad valorem</i> .

Coals, Cinders and Culm Exported in Foreign Ships (not entitled to the Privileges conferred by Treaties of Reciprocity):

To British Possessions - - -	{ Previously to 15th May, 4 <i>s.</i> per ton.
To Foreign Countries - - -	{ Subsequently to 15th May, 4 <i>s.</i> 2 ³ / ₄ <i>d.</i> per ton.

—No. 4.—

AN ACCOUNT of the Quantities of COALS brought COASTWAYS, and by INLAND NAVIGATION, into the Port of *London*, during the Year 1840; comparing the same with the Quantities brought during the Year 1839.

	COALS brought into the PORT of LONDON.		
	Coastways.	By Inland Navigation.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Year 1839 - - - - -	2,625,323	12,933	2,638,256
— 1840 - - - - -	2,566,899	22,188	2,589,087

Inspector-General's Office, Custom House, }
London, 15 April 1841.

William Irving,
Inspector-General of Imports and Exports.

COALS, CINDERS, AND CULM.

ACCOUNTS of Coals, Cinders, and Culm,
Shipped Coastways and Exported to Foreign
Ports; with the Rates and Amount of Duty
charged thereon.

(*Mr. John Henry Vivian.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

259.

Under 1 oz.

GRAIN (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 10 May 1841 ;—for,

AN ACCOUNT of the GRAIN exported from *Ireland* in 1840 ; distinguishing the different Species of Grain, and the Countries to which it has been exported ;—
(in Continuation of No. 441, of Session 1840.)

CORN OF HOME GROWTH EXPORTED FROM IRELAND IN THE YEAR 1840.											
C O U N T R I E S		Wheat.	Barley (including Beer or Bigg).	Oats.	Rye.	Pease.	Beans.	Malt.	Wheat Meal and Flour.	Oatmeal.	Barley Meal.
To which Exported.		Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Cwts.	Cwts.	Cwts.
Great Britain -	- - -	93,631	95,932	1,401,979	123	1,403	14,753	3,456	282,831	999,204	78
Isle of Man -	- - -	2	40	-	-	-	-	-	-	1,070	-
Van Diemen's Land -	- - -	-	-	25	-	-	-	-	-	84	-
British North American Colonies -	- - -	-	-	92	-	-	-	-	-	-	-
British West Indies -	- - -	-	6	2,647	-	-	-	-	-	108	-
TOTAL - - -		93,633	95,978	1,404,743	123	1,403	14,753	3,456	282,831	1,000,466	78

Inspector-General's Office,
Custom House, London,
25 May 1841.

William Irving,
Inspector-General of Imports and Exports.

GRAIN (IRELAND).

AN ACCOUNT of the GRAIN exported from
Ireland in 1840; distinguishing the different
Species of Grain, and the Countries to which it
has been exported;—(in Continuation of No. 441,
Session 1840.)

(*Mr. John Young.*)

Ordered, by The House of Commons, to be Printed,
2 June 1841.

FOREIGN CORN.

(CONSULS' RETURNS.)

RETURN to an Address of the Honourable The House of Commons,
dated 3 May 1841;—for,

RETURNS of all ACCOUNTS that have been received at the FOREIGN OFFICE
from Her MAJESTY'S CONSULS ABROAD, relative to the PRICES of FOREIGN
CORN, as far as the same can be made up.

LIST.

A M E R I C A.

1834:	PAGE	1837:	PAGE	1839:	PAGE
NEW YORK - - -	2, 3	NEW YORK - - -	22, 23	NEW YORK - - -	38, 39
PHILADELPHIA - - -	4, 5	PHILADELPHIA - - -	24, 25	PHILADELPHIA - - -	40, 41
NORFOLK - - -	6, 7	BOSTON - - -	26, 27	BOSTON - - -	42, 43
PORTSMOUTH - - -	8, 9	PORTSMOUTH - - -	28, 29	BALTIMORE - - -	44, 45
1835:				NORFOLK - - -	46, 47
PHILADELPHIA - - -	10, 11	1838:		PORTSMOUTH - - -	48, 49
PORTSMOUTH - - -	12, 13			1840:	
1836:		NEW YORK - - -	30, 31	NEW YORK - - -	50, 51
NEW YORK - - -	14, 15	PHILADELPHIA - - -	32, 33	PHILADELPHIA - - -	52, 53
PHILADELPHIA - - -	16, 17	BOSTON - - -	34, 35	BOSTON - - -	54, 55
NORFOLK - - -	18, 19	PORTSMOUTH - - -	36, 37	BALTIMORE - - -	56, 57
PORTSMOUTH - - -	20, 21			NORFOLK - - -	58, 59
				PORTSMOUTH - - -	60, 61

(Mr. Wodehouse.)

Ordered, by The House of Commons, to be Printed,
7 & 8 June 1841.

RETURNS of all ACCOUNTS that have been received at the FOREIGN OFFICE from Her
1834, 1835, 1836, 1837, 1838, 1839 and 1840,

NEW YORK; 1834.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		2 ½% premium on England.	£. sterl.		1 ½% discount.	£. sterl.			
1st Week. { Wheat	s. d. s. d.	s. d. s. d.	s. d.	s. s. d.	s. d. s. d.	s. d.	- -	- -	- -
{ Rye	37/9-39/7	37/1-38/9	47/7	37/-39/2	37/1-39/7	47/5	- -	- -	- -
{ Barley	24/1	23/7	32/	24/1	24/6	31/4	- -	- -	- -
{ Oats	15/1	14/9	18/2	12/11	13/	17/8	- -	- -	- -
2d Week. { Wheat	} - - -		- -	- -	- -	- -	- -	- -	- -
{ Rye			- -	- -	- -	- -	- -	- -	- -
{ Barley			- -	- -	- -	- -	- -	- -	- -
{ Oats			- -	- -	- -	- -	- -	- -	- -
	No variation throughout this month.			No variation throughout this or the next month.					
3d Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -
4th Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -
	† July.			August.			September.		
1st Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -
2d Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -
	The Returns for this quarter are wanting.								
3d Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -
4th Week. { Wheat	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Rye	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Barley	- -	- -	- -	- -	- -	- -	- -	- -	- -
{ Oats	- -	- -	- -	- -	- -	- -	- -	- -	- -

MAJESTY'S CONSULS ABROAD, relative to the Prices of FOREIGN CORN, during the Years as far as the same can be made up.

NEW YORK; 1834.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	1 0/10 prem.	£. sterl.		3 1/2 0/10 prem.	£. sterl.		1 1/2 0/10 prem.	£. sterl.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	1st and 2d Quarters.
36/ 18/8	35/8 18/5	45/9 30/3	37/ 21/7	35/10 20/10	47/1 30/11	36/ 21/7	35/5 21/3	45/5 30/4	Nil.
9/8	9/7	17/5	10/	9/8	18/11	10/	9/10	21/10	
-	-	-	-	-	-	-	-	-	
The same throughout the month.			The same throughout the month.			The same as preceding week.			New York, 30 June 1834. James Buchannan, Consul.
-	-	-	-	-	-	36/ 21/7	35/8 21/4	47/4 31/7	
-	-	-	-	-	-	10/	9/11	23/6	
-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	
						No variation.			
October.			November.			December.			REMARKS.
		£. sterl.			£. sterl.			£. sterl.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
-	33/4-36/8	40/7	-	33/4-35/4	41/	-	34/-38/	40/7	
-	24/4-26/1	30/7	-	22/11-24/6	31/9	-	22/9-24/1	32/6	Nil.
-	21/3-22/9	28/7	-	21/4-22/11	30/6	-	21/7-22/11	31/7	
-	11/8-12/6	21/5	-	11/8-12/6	20/9	-	11/10-12/6	22/	
The above are the average prices for each month.									New York, 31 December 1834. James Buchannan, Consul.

PHILADELPHIA; 1834. - - - -

ARTICLES.	January.			February.			March.			
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
		1½% prem.	£. sterl.		1% discount.	£. sterl.		1% discount.	£. sterl.	
1st Week. } Wheat - - -	s. d. 39/3	s. d. 38/8	s. d. 47/7	} - - {	The same as preceding week.	} - - {	} - - {	The same as preceding week.	} - - {	
Rye - - -	24/6	24/2	32/							
Barley - - -	25/	24/8	27/3							
Oats - - -	13/6	13/4	18/2							
2d Week. } Wheat - - -	The same as preceding week.		} - - {	- ditto -		} - - {	- ditto -		} - - {	
Rye - - -										
Barley - - -										
Oats - - -										
3d Week. } Wheat - - -	s. d. 38/3-39/3	s. d. 38/7-39/7	- - -	s. d. 38/3-39/3	s. d. 38/7-39/7	- - -	s. d. 38/3	s. d. 38/3	s. d. 45/8	
Rye - - -	24/3-24/6	24/6-24/9	- - -	24/3-24/6	24/6-24/9	- - -	24/-24/3	24/-24/3	31/11	
Barley - - -	25/	25/3	- - -	25/	25/3	- - -	18/-18/3	18/-18/3	26/5	
Oats - - -	13/6	13/8	- - -	13/6	13/8	- - -	25/	25/	17/5	
4th Week. } Wheat - - -	1 per cent. discount.		} - - {	The same as preceding week.		} - - {	The same as preceding week.		} - - {	
Rye - - -										
Barley - - -										
Oats - - -										
† July.										
		1% prem.	£. sterl.			£. sterl.			£. sterl.	
1st Week. } Wheat - - -	s. d. 39/7-40/6	s. d. 37/4-40/1	s. d. 47/5	} - - {	The same as preceding week.	} - - {	} - - {	The same as preceding week.	} - - {	
Rye - - -	22/3-23/6	21/9-23/3	32/11							
Barley - - -	21/6	21/3	28/							
Oats - - -	12/	11/10	23/9							
2d Week. } Wheat - - -	The same as preceding week.		} - - {	s. d. 37/9-40/6	s. d. 35/8-38/3	s. d. 47/11	s. d. 39/	s. d. 36/1	s. d. 42/	
Rye - - -				25/3	23/11	34/2	25/3	23/5	32/7	
Barley - - -				21/6	20/4	27/7	21/6	19/11	28/10	
Oats - - -				11/3-13/6	10/8-12/9	22/3	11/3	10/5	20/10	
3d Week. } Wheat - - -	- ditto -		} - - {	39/6-40/6	37/-37/11	47/3	38/3	35/5	41/10	
Rye - - -				25/3	23/8	34/1	23/6	21/9	32/8	
Barley - - -				21/6	20/1	28/4	21/6	19/11	29/2	
Oats - - -				11/3	10/6	22/7	10/3	10/5	21/6	
4th Week. } Wheat - - -	- ditto -		} - - {	39/-39/6	36/6-37/	45/	} - - {	The same as preceding week.	} - - {	
Rye - - -				25/3	23/8	33/7				
Barley - - -				21/6	20/1	28/2				
Oats - - -				11/3	10/6	22/3				
September.										

- - - - PHILADELPHIA; 1834.

April.			May.			June.†			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	<i>At par.</i>	<i>£. sterl.</i>		<i>3 o/o prem.</i>	<i>£. sterl.</i>		<i>2 o/o prem.</i>	<i>£. sterl.</i>	
{ The same as current rate. }	<i>s. d. s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	{ - - }	{ The same as preceding week. }	{ - - }	
	34/3-36/	45/9	39/6	38/4	47/1				
	24/	30/3	23/6	22/10	30/11				
	25/	26/9	21/6	20/11	27/9				
	10/9	17/5	12/	11/8	18/11				
<i>s. d. s. d.</i>	<i>1 o/o premium.</i>					{ - - }	{ - ditto. - - }	{ - - - }	
34/11-36/	34/3-35/8	45/8	39/6-40/6	38/4-39/4	46/5				
23/6-24/	22/3-23/9	31/10	23/6	20/10	32/7				
22/ -25/	21/9-24/9	26/11	21/6	20/11	27/6				
10/8-11/11	10/9-12/	17/7	13/	11/8	19/2				
36/ -37/9	34/11-36/8	46/	{ - - }	{ The same as preceding week. }	{ - - }	{ - - }	{ - ditto. - - }	{ - - - }	
23/6	22/10	29/4							
22/	21/4	27/							
12/	11/8	17/9							
{ - - }	{ The same as preceding week. }	{ - - }	40/6-41/9	39/4-40/6	45/3	<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>	
			23/5	22/10	31/8	40/6-41/	40/1-40/7	47/11	
			21/6	20/11	27/4	23/6	23/3	31/9	
			12/	11/8	20/7	21/6	21/3	28/1	
						12/	11/10	23/2	
October.			November,			December.			3d Quarter! Nil. 4th Quarter. The crops of all descriptions have been ample and well housed; the supply of Wheat is graduated by the actual demand, as the farmers confine themselves to raising only sufficient for home consumption. There is little exported hence, unless it be a small quantity of flour for the supply of the Southern Republics, and also for the British North American Colonies. The United States could extend its agricultural pursuits to any limit, provided there was a foreign demand. Philadelphia, 31 December 1834. Gilbert Robertson, Consul.
<i>s. d. s. d.</i>	<i>7 1/2 o/o prem.</i>	<i>£. sterl.</i>			<i>£. sterl.</i>	<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>	
37/9-38/3	34/11-35/5	40/7	{ - - }	{ The same as preceding week. }	{ - - }	38/-39/6	35/9-37/2	40/7	
23/9-24/	22/-22/3	30/7				23/6-25/3	22/1-23/9	32/6	
21/6	19/11	28/7				23/6	22/1	31/7	
11/3	10/5	21/5				10/6	9/10	22/	
{ - - }	{ The same as preceding week. }	{ - - }		- ditto -			The same as preceding week.		
			<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>				
			37/9-39/	34/11-36/1	41/	{ - - }	{ - ditto. - - }	{ - - }	
			24/9	22/11	32/11				
23/6	21/9	32/3							
10/9-12/	9/11-11/1	21/6							
37/9-38/6	34/11-35/8	39/8	{ - - }	{ The same as preceding week. }	{ - - }	37/-38/	34/10-35/9	39/3	
24/-24/6	22/3-22/8	29/3				26/	24/5	31/7	
21/6	19/11	28/11				21/6	20/3	30/2	
11/3-12/3	10/5-11/4	20/6				12/	11/3	21/3	
{ - - }	{ The same as preceding week. }	{ - - }		The same as preceding week.					

NORFOLK; 1834. - - - - -

ARTICLES.				January.			February.			March.		
				Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
				at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
						£. sterl.			£. sterl.			
					s.	s. d.		s. d.	s. d.		s. d.	s. d.
1st Week.	Wheat	-	-	-	32/	47/7	-	28/6	47/5	-	26/8	46/6
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
2d Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
- - - No variation throughout either of the above months.												
3d Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
4th Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
				† July.			August.			September.		
						£. sterl.			£. sterl.			£. sterl.
				s. d.	s. d.	s. d.	s.	s. d.	s. d.	s. d.	s. d.	s. d.
1st Week.	Wheat	-	-	34/2	36/	32/7-34/3	36/	34/3	46/11	36/	34/3	42/11
	Rye	-	-									
	Barley	-	-	None at market.			None at market.			None at market.		
	Oats	-	-									
2d Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
- - - No variation throughout either of the above months.												
3d Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									
4th Week.	Wheat	-	-									
	Rye	-	-									
	Barley	-	-									
	Oats	-	-									

NORFOLK; 1834.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
-	s. d. 32/4	£. sterl. s. d. 45/9							<p>1st Quarter.</p> <p>Exchange at par; money very scarce, and articles of every description very low.</p> <p>—</p> <p>2d Quarter.</p> <p>No Barley at market; little business doing; prices very low, and next to nominal; crops flourishing.</p> <p>Freights to England : Grain, 10d. the bushel. Flour, 4s. 6d. the barrel.</p> <p>Norfolk, 30 June 1834.</p> <p>W. Gray, Consul.</p>
No variation throughout the quarter.									

October.			November.			December.			
The Returns for this quarter are wanting.									<p>3d Quarter:</p> <p>Wheat and Corn generally promise to be good and abundant crops.</p> <p>Freights to England : Grain, 1 s. per bushel. Flour, 4s. 6d. per barrel.</p> <p>Prices next to nominal.</p> <p>Norfolk, 30 September 1834.</p> <p>W. Gray, Consul.</p>

PORTSMOUTH (N. H.); 1834. - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		1½ % prem.	£. sterl.		At par.	£. sterl.		At par.	£. sterl.
		s. d. s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1st Week. { Wheat - - - - -	- - - - -	39/-40/6	47/7	- - - - -	30/7	47/5	- - - - -	32/4-34/2	46/6
{ Rye - - - - -	- - - - -	24/6-25/2	32/	- - - - -	24/6-27/	31/4	- - - - -	25/2	32/1
{ Barley - - - - -	- - - - -	19/9	27/3	- - - - -	18/	26/5	- - - - -	18/	25/10
{ Oats - - - - -	- - - - -	13/6-16/2	18/2	- - - - -	13/6	17/8	- - - - -	14/4-16/2	17/7
2d Week. { Wheat - - - - -	- - - - -	36/-39/	47/6	{ - - - - -	{ The same as preceding week.	{ - - - - -	{ - - - - -	{ The same as preceding week.	{ - - - - -
{ Rye - - - - -	- - - - -	24/6	32/8						
{ Barley - - - - -	- - - - -	19/9	27/1						
{ Oats - - - - -	- - - - -	13/6-16/2	18/1						
3d Week. { Wheat - - - - -	- - - - -	32/4	47/4	- - - - -	30/7-32/4	47/2	{ - - - - -	{ ditto - - - - -	{ - - - - -
{ Rye - - - - -	- - - - -	24/6	28/10	- - - - -	25/2	29/9			
{ Barley - - - - -	- - - - -	18/-19/9	27/	- - - - -	18/	26/			
{ Oats - - - - -	- - - - -	13/6	17/7	- - - - -	13/6-14/4	17/7			
4th Week. { Wheat - - - - -	- - - - -	30/7-32/4	47/1	- - - - -	32/4	46/10	- - - - -	30/7-32/4	45/10
{ Rye - - - - -	- - - - -	24/6-25/2	29/10	- - - - -	25/2-28/9	31/8	- - - - -	23/4	29/10
{ Barley - - - - -	- - - - -	18/	26/10	- - - - -	18/	25/11	- - - - -	18/	26/8
{ Oats - - - - -	- - - - -	13/6	17/8	- - - - -	13/6-14/4	17/5	- - - - -	13/6-14/4	17/4
	† July.			August.			September.		
		2½ % prem.	£. sterl.		4½ % prem.	£. sterl.		6 % prem.	£. sterl.
		s. d. s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1st Week. { Wheat - - - - -	- - - - -	34/2	47/5	- - - - -	36/	46/11	- - - - -	36/	42/11
{ Rye - - - - -	- - - - -	19/9-21/7	32/11	- - - - -	23/4	33/11	- - - - -	21/7-23/4	33/4
{ Barley - - - - -	- - - - -	19/9	28/	- - - - -	21/7	27/9	- - - - -	21/7	27/10
{ Oats - - - - -	- - - - -	13/6-14/4	23/9	- - - - -	14/4	22/	- - - - -	13/6-14/4	21/5
2d Week. { Wheat - - - - -	- - - - -	32/4-34/2	46/10	{ - - - - -	{ The same as preceding week.	{ - - - - -	{ - - - - -	{ The same as preceding week.	{ - - - - -
{ Rye - - - - -	- - - - -	19/9	33/4						
{ Barley - - - - -	- - - - -	19/9	28/						
{ Oats - - - - -	- - - - -	13/6-14/4	23/7						
3d Week. { Wheat - - - - -	- - - - -	34/2	46/7	- - - - -	34/2-36/	47/3	- - - - -	36/	41/10
{ Rye - - - - -	- - - - -	19/9	34/7	- - - - -	21/7-23/4	34/1	- - - - -	23/4-25/2	32/8
{ Barley - - - - -	- - - - -	19/9	27/9	- - - - -	21/7	28/4	- - - - -	21/7	29/2
{ Oats - - - - -	- - - - -	14/4	23/5	- - - - -	14/4	22/7	- - - - -	13/6-14/4	21/6
4th Week. { Wheat - - - - -	- - - - -	{ The same as preceding week.	{ - - - - -	{ - - - - -	{ 34/2 21/7 21/7 13/6-14/4	{ 45/ 33/7 28/2 22/3	{ - - - - -	{ The same as preceding week.	{ - - - - -
{ Rye - - - - -	- - - - -								
{ Barley - - - - -	- - - - -								
{ Oats - - - - -	- - - - -								

PORTSMOUTH (N. H.); 1834.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	1½ % <i>dict.</i>	£. <i>sterl.</i>		3½ % <i>prem.</i>	£. <i>sterl.</i>		3 % <i>prem.</i>	£. <i>sterl.</i>	
-	<i>s. d.</i>	<i>s. d.</i>	-	<i>s. d.</i> <i>s. d.</i>	<i>s. d.</i>	-	<i>s. d.</i>	<i>s. d.</i>	
-	32/4	45/9	-	36/-39/	47/1	-	38/3	45/5	
-	23/4	30/3	-	21/-21/7	30/11	-	19/9-21/7	30/4	
-	18/-19/9	26/9	-	18/-19/9	27/9	-	19/9	27/1	
-	13/6-14/4	17/5	-	13/6	18/11	-	14/4	21/10	
-	34/2-36/23/4	45/831/10	-	The same as preceding week.	-	-	The same as preceding week.	-	
-	18/-19/914/4	26/1117/7	-	-	-	-	-	-	
-	The same as preceding week.	-	-	39/-39/721/719/914/4	45/833/627/519/7	-	36/-38/319/9-21/719/913/6	47/431/727/923/6	
-	- ditto -	-	-	36/-38/319/9-21/719/914/4	45/331/827/420/7	-	34/2-36/19/929/913/6	47/1131/928/123/2	
October.			November.			December.			
	6 % <i>prem.</i>	£. <i>sterl.</i>		7 % <i>prem.</i>	£. <i>sterl.</i>		6½ % <i>prem.</i>	£. <i>sterl.</i>	
-	<i>s. d.</i> <i>s. d.</i>	<i>s. d.</i>	-	The same as preceding week.	-	-	<i>s. d.</i> <i>s. d.</i>		
-	36/-40/6	40/7	-	-	-	-	40/6-42/9	40/7	
-	23/4	30/7	-	-	-	-	25/2	32/6	
-	23/4	28/7	-	-	-	-	18/-19/9	21/7	
-	13/6	21/5	-	-	-	-	13/6-14/4	22/	
-	40/623/418/-19/914/4	39/1031/328/920/11	-	- ditto -	-	-	The same as preceding week.	-	
-	40/6-42/923/4-25/218/-19/914/4	39/529/328/1120/6	-	<i>s. d.</i> <i>s. d.</i> 40/6 25/2-27/ 18/ 13/6-14/4	<i>s. d.</i> 41/ 32/11 32/3 21/6	-	- ditto.	-	
-	40/6-42/927/-28/918/-19/913/6-14/4	40/231/29/620/8	-	The same as preceding week.	-	-	43/2-45/27/-27/1019/9-21/714/4	39/331/730/221/3	
									1st Quarter. This State does not grow sufficient Corn for its own consumption; consequently, none is expected hence, being the produce of the district, to Great Britain. The inhabitants residing on the coast mainly depend for their supplies of Corn and Flour from the Southern States, from which vast quantities are annually imported, and a part shipped for the West Indies and the British North American Colonies. The current rate of Exchange is now down at par, or \$ 4. 44. 4/9 per £. <i>sterl.</i> This is owing to the recent changes made by the Executive in the banking system of the United States.
									2d Quarter. The weather up to end of May extremely cold, and vegetation greatly retarded. Markets extremely dull, in consequence of the pressure in all kinds of business, owing to the scarcity of money and want of confidence. Portsmouth (N. H.), 30 June 1834. J. T. Sherwood, Acting Consul.
									3d Quarter. The crops generally have proved more abundant than was anticipated by the farmers, especially in Hay and Potatoes. The granaries are now pretty well filled with Corn and Grain, and the markets well stocked with Southern Corn and Flour.
									4th Quarter. A temporary improvement has been realized in the Corn market this last week, but to no extent. The granaries are as well filled as usual, but the farmers are still backward in bringing their produce to market, in consequence of the arrival of liberal supplies from the Southern States. There is no Corn or Grain shipped to England from this district. Portsmouth (N. H.), 31 December 1834. J. T. Sherwood, Consul P.T.

PHILADELPHIA; 1835.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		6 % prem.	£. sterl.		7 % prem.	£. sterl.		7 % prem.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1st Week. { Wheat - - -	37/	34/10	39/2	37/	34/5	40/1	37/9	35/1	38/7
1st Week. { Rye - - -	26/	24/5	32/9	28/9	26/	30/7	25/3-26/	23/6-24/2	29/5
1st Week. { Barley - - -	21/6-22/6	20/3-21/2	30/1	22/6	20/11	31/9	21/6	20/	31/1
1st Week. { Oats - - -	12/	11/3	21/4	12/	11/2	21/4	11/3-12/	10/6-11/2	21/9
2d Week. { Wheat - - -	}	The same as preceding week.		37/-37/9	34/5-35/1	39/7	37/9-38/	34/9-35/	38/5
2d Week. { Rye - - -				28/9-22/6	26/10	30/7	26/	23/11	28/4
2d Week. { Barley - - -				11/3	20/11	31/11	21/6	19/10	31/2
2d Week. { Oats - - -				12/	10/6-11/2	21/7	12/3-12/6	11/3-11/6	21/6
3d Week. { Wheat - - -	37/-38/	34/5-35/4	39/11	}	The same as preceding week.		}	The same as preceding week.	
3d Week. { Rye - - -	27/-28/9	25/1-26/10	30/10						
3d Week. { Barley - - -	22/6	20/11	31/2						
3d Week. { Oats - - -	12/	11/2	21/1						
4th Week. { Wheat - - -	}	The same as preceding week.		}	ditto		}		
4th Week. { Rye - - -									
4th Week. { Barley - - -									
4th Week. { Oats - - -									
	† July.			August.			September.		
		9 % prem.	£. sterl.		9 ½ % prem.	£. sterl.		9 % prem.	£. sterl.
	s. d. s. d.	s. d. s. d.	s. d.	s. d.	s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.
1st Week. { Wheat - - -	54/9-55/9	49/10-50/10	40/3	48/7	44/	41/10	42/6-43/6	38/8-39/7	38/2
1st Week. { Rye - - -	36/	22/9	33/11	30/7-34/2	27/8-30/8	29/3	28/9-30/6	26/2-27/10	29/9
1st Week. { Barley - - -	21/9	19/7	27/1	-	-	-	-	-	-
1st Week. { Oats - - -	20/3	18/5	22/11	14/6-14/9	13/2-13/5	23/11	13/9	12/6	20/10
2d Week. { Wheat - - -	50/6-52/2	45/11-47/6	40/9	46/9-48/7	43/4-44/	41/2	43/-45/	40/-41/	37/8
2d Week. { Rye - - -	36/	32/9	28/8	29/6	26/9	29/5	29/2	27/2	28/6
2d Week. { Barley - - -	21/6	19/8	27/11	-	-	-	-	-	-
2d Week. { Oats - - -	20/3-20/9	18/5-18/11	23/2	14/6	13/2	24/5	13/9	12/6	19/11
3d Week. { Wheat - - -	52/2-53/	47/6-48/3	42/2	44/8-45/4	40/5-41/1	39/10	}	The same as preceding week.	
3d Week. { Rye - - -	36/	32/9	30/1	29/2	26/5	29/5			
3d Week. { Barley - - -	21/6	19/7	27/7	-	-	-			
3d Week. { Oats - - -	19/9-20/6	18/-18/8	24/	14/6	13/2	23/3			
4th Week. { Wheat - - -	48/7-49/	44/-44/4	42/8	}	The same as preceding week.		}		
4th Week. { Rye - - -	33/3-35/3	30/1-31/10	30/4						
4th Week. { Barley - - -	21/6	19/6	27/6						
4th Week. { Oats - - -	14/9-16/3	13/5-14/9	23/8						

PHILADELPHIA; 1835.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	
38/9-39/6	35/6-36/3	38/6	40/6-45/	37/1-41/3	37/7	}	The same as preceding week.	}	1st Quarter.
26/6-27/	24/3-24/9	30/2	29/10-30/7	27/4-28/	30/1				Nil.
21/6	19/9	32/	21/6	19/9	30/9				
12/6-13/8	11/6-12/4	22/4	14/9-15/1	13/6-13/10	22/11				
}	The same as preceding week.	}	45/-46/9	41/2-42/9	38/5	46/9-47/6	42/7-43/3	38/10	2d Quarter.
			31/4-32/5	28/-29/8	30/4	32/5-34/3	29/6-31/2	29/1	
			21/6	19/9	30/6	21/6	19/7	28/7	
39/6-40/	36/2-36/7	37/8	43/3-45/4	39/5-41/3	38/9	47/6-48/3	43/3-43/11	39/1	The growing crop, it is supposed, will be ample, with the exception of Indian Corn, which will be deficient, in consequence of the very cold and rainy weather experienced this season.
28/-28/9	25/8-26/4	31/5	32/5	29/6	29/8	36/-36/4	32/9-33/1	30/7	
21/6	19/9	31/5	21/6	19/9	29/10	21/6	19/7	28/8	
14/-14/6	12/10-13/3	22/6	16/11	15/5	23/2	18/	16/5	23/7	
}	The same as preceding week.	}	}	The same as preceding week.	}	55/6-56/3	50/6-51/2	38/9	
						36/	32/9	30/6	
						21/6	19/7	27/9	
						19/1-20/3	17/5-18/5	22/9	Philadelphia, 30 June 1835. Gilbert Robertson, Consul.
October.			November.			December.			3d and 4th Quarters.
		£. sterl.			£. sterl.			£. sterl.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d.	s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.	
46/9	42/7	35/11	45/9-46/1	41/5-49/9	35/5	51/-52/2	46/5-47/6	35/7	Nil.
29/6	26/7	29/11	29/6	26/9	29/2	13/10-34/7	30/10-31/6	29/11	
27/	24/7	27/3	28/10	25/1	27/7	28/10	25/3	28/1	
14/5-15/1	13/1-13/9	19/1	14/9	13/4	18/7	14/9	13/5	18/4	
}	The same as preceding week.	}	}	The same as preceding week.	}	}	The same as preceding week.	}	
45/-46/1	40/9-41/8	35/9	46/9-47/	42/4-42/7	35/8	50/5	45/	35/5	Philadelphia, 31 December 1835. Gilbert Robertson, Consul.
29/6	26/9	28/9	30/6-31/4	27/7-28/4	28/	37/9	34/4	25/7	
27/	24/5	27/4	28/8	25/1	28/6	30/7	27/10	26/9	
14/5-14/9	13/1-13/4	18/10	14/9	13/4	18/4	16/2	14/9	17/11	
}	The same as preceding week.	}	}	The same as preceding week.	}	}	The same as preceding week.	}	
			48/6-50/5	44/2-45/	35/9	46/10-48/7	42/10-44/5	34/11	
			31/4	28/7	28/8	37/9	34/7	26/10	
			28/10	25/3	28/4	30/7	28/	26/6	
			14/9	13/5	18/5	16/2	14/10	18/1	

PORTSMOUTH (N.H.); 1835. - - - -

ARTICLES.				January.			February.			March.				
				Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.		
				at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of			
					7½% prem. on England.	£. sterl.		7½% prem.	£. sterl.		7½% prem.	£. sterl.		
				s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.			
1st Week.	Wheat	-	-	-	45/-	39/2	-	45/-47/3	40/1	-	42/9-45/-	38/7		
	Rye	-	-	-	29/9	32/9	-	27/-	30/7	-	25/2	29/5		
	Barley	-	-	-	19/9-21/7	30/1	-	18/-	31/9	-	18/-	31/1		
	Oats	-	-	-	14/4-16/2	21/4	-	13/6-14/4	21/4	-	13/6-14/4	21/9		
2d Week.	Wheat	-	-	-	43/2-45/-	39/4	-	42/9-45/-	39/7	}	The same as preceding week.	}		
	Rye	-	-	-	27/-28/1	27/9	-	26/1-27/-	30/7					
	Barley	-	-	-	18/-	30/7	-	18/-	31/11					
	Oats	-	-	-	14/4	21/3	-	13/6	21/7					
3d Week.	Wheat	-	-	}	The same as preceding week.	}	-	The same as preceding week.	}	-	40/6-42/9 24/3-24/6 18/- 13/6-14/4	38/8 29/1 31/3 21/9		
	Rye	-	-										-	-
	Barley	-	-										-	-
	Oats	-	-										-	-
4th Week.	Wheat	-	-	}	- ditto -	-	-	42/9 25/2-26/1 18/- 13/6	39/1 29/ 31/3 21/11	-	40/6-45/- 25/10-27/ 18/-19/9 14/4	38/9 27/5 31/8 22/-		
	Rye	-	-										-	-
	Barley	-	-										-	-
	Oats	-	-										-	-
				† July.			August.			September.				
					9½% prem.	£. sterl.		10% prem.	£. sterl.		9½% prem.	£. sterl.		
				s. d. s. d.	s. d.		s. d.	s. d.		s. d. s. d.	s. d.			
1st Week.	Wheat	-	-	-	41/1-42/4	40/3	-	42/11	41/10	-	41/1-42/5	38/8		
	Rye	-	-	-	26/3	33/11	-	27/10	29/3	-	24/7	29/9		
	Barley	-	-	-	18/1	27/1	-	16/11	27/3	-	18/11	27/6		
	Oats	-	-	-	16/6	22/11	-	18/-19/7	23/11	-	14/9	20/10		
2d Week.	Wheat	-	-	-	42/4-43/9	40/9	-	43/10-44/4	41/2	-	40/11-42/3	37/8		
	Rye	-	-	-	26/2-27/10	28/8	-	27/11-29/6	29/5	-	24/6	28/6		
	Barley	-	-	-	18/-	27/11	-	16/5-18/6	26/11	-	16/4-18/-	26/8		
	Oats	-	-	-	16/5	23/2	-	19/8	24/5	-	13/1-14/6	19/11		
3d Week.	Wheat	-	-	}	The same as preceding week.	}	-	42/9-43/10 27/11 18/6-19/8 19/8	39/10 29/5 26/10 23/3	-	41/1-42/9 24/7-25/7 18/1 14/9-16/5	36/10 30/6 26/10 19/9		
	Rye	-	-										-	-
	Barley	-	-										-	-
	Oats	-	-										-	-
4th Week.	Wheat	-	-	-	42/9-43/7	42/8	-	41/3	39/1	-	41/3	36/5		
	Rye	-	-	-	26/3-27/11	30/4	-	24/9-26/4	28/9	-	24/9	28/7		
	Barley	-	-	-	18/1	27/6	-	18/1	26/-	-	19/9	26/11		
	Oats	-	-	-	14/10-16/5	23/8	-	14/4-16/6	21/7	-	16/6	19/8		

- - - - PORTSMOUTH (N. H.) ; 1835.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	8 ½ % prem.	£. sterl.			£. sterl.		9 % prem.	£. sterl.	1st Quarter.
-	s. d. s. d.	s. d.	-	s. d. s. d.	s. d.	-	s. d. s. d.	s. d.	There is but little stock on hand.
-	40/6-45/	38/6	-	47/6-49/7	37/7	-	42/10	38/5	
-	25/10	30/2	-	24/9	30/1	-	26/4-28/	30/8	
-	18/	32/	-	19/10	31/9	-	16/6-18/2	29/11	
-	13/6-14/4	22/4	-	13/2-15/1	22/11	-	14/10	22/1	
-	The same as preceding week.	-	-	46/3	38/5	-	42/9-44/4	38/10	2d Quarter.
-		-	-	24/9-26/2	30/4	-	27/11	29/1	Weather cold, and vegetation extremely backward.
-		-	-	19/7-19/10	30/6	-	18/1	28/7	
-		-	-	13/2-13/9	23/1	-	16/5	23/5	
{	-	-	-	26/2-27/4	38/9	{	The same as preceding week.	{	
	-	-	-	24/9-26/4	29/8				
	-	-	-	19/9	29/10				
	-	-	-	13/2-14/10	23/2				
-	41/4	37/5	-	42/4-46/1	38/7	-	44/8-45/11	38/9	Portsmouth (N. H.), 30 June 1835.
-	22/9-23/2	30/7	-	26/3	31/6	-	27/11-29/6	30/6	J. T. Sherwood,
-	18/2	31/	-	18/1-19/8	29/5	-	20/6-21/4	27/9	Consul.
-	12/4-13/2	22/8	-	14/10	22/11	-	18/1-18/9	22/9	
October.			November.			December.			
	9 % prem.	£. sterl.		8 ½ % prem.	£. sterl.		9 % prem.	£. sterl.	3d Quarter.
-	s. d.	s. d.	-	s. d. s. d.	s. d.	-	s. d. s. d.	s. d.	The markets are bare of Corn, none being brought in by the farmers; and the granaries, in general, are very lightly stocked. Oats and Barley have ad- vanced in price. The crops of Corn will not be very bountiful.
-	41/3	35/11	-	41/4-43/	35/8	-	42/11-44/	35/7	
-	26/4-28/	29/11	-	33/1	29/2	-	26/4	29/11	
-	19/9-20/7	27/3	-	21/6-23/2	27/7	-	21/5	28/1	
-	16/6	19/1	-	18/2-19/10	18/7	-	19/	18/4	
-	41/3	35/10	-	42/11-44/	35/5	{	No varia- tion throughout this month.	{	4th Quarter.
-	28/-30/8	29/6	-	28/-29/8	25/6				Markets badly sup- plied; stock on hand small.
-	20/7	27/4	-	21/5	28/4				
-	18/7	19/2	-	19/9	18/4				
-	41/3-42/11	35/9	-	44/7	35/8				
-	30/8	28/9	-	26/4	28/	-	-	-	
-	21/5	27/4	-	21/5	28/6	-	-	-	
-	18/7-19/10	18/10	-	19/9	18/4	-	-	-	
{	The same as preceding week.	{	-	42/11-44/	35/9	{		{	Portsmouth (N. H.), 31 December 1835.
			-	26/4-28	28/8				J. T. Sherwood,
			-	21/5	28/4				Consul.
			-	19/9	18/5				

NEW YORK; 1836. - - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		9% prem.	£. sterl.						
1st Week.	Wheat	s. d.	s. d.	s. d.					
	Rye	49/4	44/10	35/4					
	Barley	36/-	32/9	26/2					
	Oats	17/8	19/5	18/-					
2d Week.	Wheat								
	Rye								
	Barley								
	Oats								
3d Week.	Wheat								
	Rye								
	Barley								
	Oats								
4th Week.	Wheat								
	Rye								
	Barley								
	Oats								
		The above are prices for January.			The Returns for this month and the next are wanting.				

NEW YORK; 1836.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
<i>s. d.</i>	9% prem. <i>s. d.</i>	£. sterl. <i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	£. sterl. <i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	£. sterl. <i>s. d.</i>	
- -	- -	- -	- -	- -	- -	50/5	49/6	47/11	1st Quarter.
36/	37/11	29/3	36/	33/11	31/3	32/8	30/10	31/7	Nil.
27/8	26/1	30/4	27/8	26/1	31/8				
23/	21/8	21/1	23/4	22/	21/10	17/4	16/4	23/11	
No variation throughout the month.			No variation throughout the month.			No variation throughout the month.			2d Quarter.
									April and May : Navigation closed for Wheat. No change in price worthy of notice af- ter re-opening of the river.
									New York, 30 June 1837.
									J ^s Buchanan, Consul.
October.			November.			December.			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
<i>s. d.</i>	8% prem. <i>s. d.</i>	£. sterl. <i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	£. sterl. <i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	£. sterl. <i>s. d.</i>	
72/	54/	45/9							3d and 4th Quarters.
39/5	36/6	31/							Nil.
31/1	29/1	34/3							
19/	17/7	23/							
No variation throughout the quarter.									

PHILADELPHIA; 1836. - - - - -

ARTICLES.		January.			February.			March.				
		Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.		
		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of			
			8½ % prem.	£. sterl.		10 % prem.	£. sterl.		9 % prem.	£. sterl.		
		s. d.	s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.		
1st Week.	Wheat	-	-	46/10	42/10	35/4	49/6-50/5	44/7-45/5	38/4	50/5-54/	45/10-49/2	43/2
	Rye	-	-	34/2-36/	31/3-32/11	26/2	33/6	30/2	27/	34/2	31/1	30/3
	Barley	-	-	30/7	28/	26/10	30/7	27/6	28/3	30/7	27/10	28/5
	Oats	-	-	16/2	14/10	18/	15/9-15/10	13/4-14/3	19/1	15/10	14/5	20/6
2d Week.	Wheat	-	-	46/10-48/	42/1-43/8	35/10	- - -	The same as preceding week.	- - -	The same as preceding week.	- - -	- - -
	Rye	-	-	33/6-34/2	30/6-31/1	24/11						
	Barley	-	-	30/7	27/	27/3						
	Oats	-	-	14/6-14/9	13/3-13/5	18/2						
3d Week.	Wheat	-	-	- - -	The same as preceding week.	- - -	50/5-54/	45/5-48/7	39/4	50/5	46/2	42/10
	Rye	-	-				33/6-34/2	30/2-30/9	26/6	34/2	31/3	27/2
	Barley	-	-				30/7	27/6	28/	30/7	28/	28/9
	Oats	-	-				15/10	14/3	19/8	15/10	14/6	20/6
4th Week.	Wheat	-	-	48/6-50/5	43/8-45/5	38/	- - -	The same as preceding week.	- - -	49/6-52/2	45/3-47/9	43/3
	Rye	-	-	33/6	30/2	25/2				34/11	31/11	29/9
	Barley	-	-	30/7	27/6	28/				30/7	28/	29/6
	Oats	-	-	14/6-14/9	13/1-13/4	18/11				17/3-18/	15/9-16/6	20/10
		† July.			August.			September.				
			7½ % prem.	£. sterl.		7½ % prem.	£. sterl.		8 % prem.	£. sterl.		
		s. d. s. d.	s. d. s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.		
1st Week.	Wheat	-	-	54/-56/3	50/-52/1	49/	61/2-61/11	56/7-57/4	49/1	72/-73/1	66/3-67/3	46/7
	Rye	-	-	31/8-33/1	29/4-30/7	35/5	37/5-38/3	34/7-35/5	34/9	41/5-42/1	38/1-38/9	31/
	Barley	-	-	28/9	26/7	32/1	28/9	26/7	32/1	28/9	26/5	30/11
	Oats	-	-	14/5-15/1	13/-13/4	23/1	13/8	12/8	23/1	15/6-16/11	14/3-15/9	22/7
2d Week.	Wheat	-	-	57/7	53/10	47/10	63/-64/9	58/3-59/10	48/9	73/5-74/2	67/7-68/3	46/3
	Rye	-	-	35/3-36/	32/7-33/4	34/3	38/3-39/7	35/5-36/7	34/1	43/2-45/	39/8-41/5	31/4
	Barley	-	-	28/9	26/7	31/10	28/9	26/7	31/3	28/9	26/5	32/11
	Oats	-	-	14/5-15/1	13/-13/4	22/11	14/5	13/4	23/2	18/-18/4	16/7-16/11	22/10
3d Week.	Wheat	-	-	59/-61/1	54/6-55/7	47/8	64/9-66/7	59/10-61/7	47/4	70/2-73/5	64/9-67/11	46/4
	Rye	-	-	26/	33/4	32/9	39/-41/	36/7-37/11	33/	45/	41/8	31/6
	Barley	-	-	28/9	26/7	31/7	28/9	26/7	31/6	28/9	26/7	33/7
	Oats	-	-	13/8	12/8	22/11	14/5	13/4	23/2	18/4	17/	22/7
4th Week.	Wheat	-	-	- - -	The same as preceding week.	- - -	70/7-72/	64/11-66/3	45/6	70/2-72/	64/9-66/7	46/11
	Rye	-	-				40/6-41/5	37/3-38/1	31/8	43/11	40/8	32/2
	Barley	-	-				28/9	26/5	30/	28/9	26/7	33/9
	Oats	-	-				14/9	13/7	22/6	18/4	17/	22/8

- PHILADELPHIA; 1836.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	
51/6-52/6 33/10-34/11 30/7 18/	8 ½% prem. 47/5-48/4 31/2-32/2 28/2 16/7	46/1 29/3 30/4 21/1	48/3 32/5-33/6 28/3-28/9 18/	7 ½% prem. 44/8 30/-31/ 26/2-26/7 16/8	46/5 31/3 31/8 21/10	48/3-49/6 30/-32/5 28/9 15/10	44/10-46/ 27/11-30/2 26/9 14/9	47/11 31/7 31/10 23/11	1st Quarter. —Nil.—
49/6-50/6 33/10 27/4-28/1 18/9	46/-46/11 31/6 25/5-26/2 17/5	47/2 28/8 31/1 21/5	49/6-50/5 32/5 28/3 18/	45/11-46/8 30/ 26/2 16/8	47/9 32/4 32/2 22/5	49/6-50/5 30/-30/7 28/9 15/10	46/-46/11 27/11-28/6 26/9 14/9	49/5 34/1 32/2 23/10	2d Quarter. The accounts from the various States and Districts of the present crop are alarming, and many believe it will fall greatly short. The farmers are in the habits of spreading reports annually of short crops, and it often turns out very differently; however, the severity of the last winter, and the lateness of the spring, create fears as to the correctness of the current reports.
The same as preceding week.			48/3-48/7 32/5-33/1 28/3-28/9 15/10-18/	44/7-44/11 30/-30/7 26/2-26/7 14/8-16/8	48/9 32/8 32/2 23/	50/5-52/3 30/7 28/9 15/10-16/6	46/11-48/7 28/6 26/9 14/9-15/4	49/6 33/9 31/1 23/8	Philadelphia, 30 June 1836. Gilbert Robertson, Consul.
48/3-48/7 33/6-34/2 28/9 18/	45/4-45/8 31/6-32/1 27/ 16/11	46/9 30/3 31/8 21/6	The same as preceding week.			52/3-54/ 30/7 28/9 16/6	48/7-50/3 28/6 26/9 15/4	48/11 35/2 31/2 23/4	
October.			November.			December.			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	
72/ 43/2-45/ 28/9 18/	7 ½% prem. 66/7 39/10-41/8 26/7 16/8	45/9 31/ 34/3 23/	75/7-77/5 45/-48/7 30/7 15/6	8% prem. 69/7-71/3 41/5-44/9 28/2 14/3	50/1 33/5 36/8 25/1	82/9-83/7 54/ 34/7-36/ 19/10	9% prem. 75/4-76/ 49/2 31/6-32/9 18/1	58/6 43/6 36/2 25/7	3d and 4th Quarters. —Nil.—
The same as preceding week.			77/5-78/6 48/7-51/10 30/7-32/5 18/-19/1	71/3-72/3 44/9-47/8 28/2-29/10 16/7-17/7	53/9 35/3 37/9 26/	The same as preceding week.			
73/9-74/6 54/ 30/7 15/6	67/10-68/7 41/5 28/2 14/3	46/2 31/3 34/4 23/6	The same as preceding week.			81/-83/7 52/3-54/ 32/5 19/10	74/6-76/10 48/1-49/8 29/10 18/3	57/4 41/9 34/5 24/1	
The same as preceding week.			81/-82/9 53/8-54/ 32/5-36/ 19/10	73/9-75/4 48/6-49/2 29/7-32/9 18/1	59/10 41/2 38/ 26/2	The same as preceding week.			Philadelphia, 31 December 1836. Gilbert Robertson, Consul.

NORFOLK; 1836. - - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		9 % prem. on England.	£. sterl.						
1st Week. { Wheat . . .	s. d. s. d.	s. d. s. d.	s. d.	- -	- -	- -	- -	- -	- -
{ Rye . . .	46/9-48/7	42/10-44/7	35/4	- -	- -	- -	- -	- -	- -
{ Barley . . .	25/11	23/9	26/10	- -	- -	- -	- -	- -	- -
{ Oats . . .	-	-	-	- -	- -	- -	- -	- -	- -
2d Week. { Wheat . . .									
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									
3d Week. { Wheat . . .	The above are the average prices of the quarter.								
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									
4th Week. { Wheat . . .									
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									
† July.				August.			September.		
		7 % prem.	£. sterl.			£. sterl.			£. sterl.
		s. d.	s.		s. d. s. d.	s. d.		s. d.	s. d.
1st Week. { Wheat . . .	- -	50/5	49/	- -	50/5-51/6	49/1	- -	51/6	46/7
{ Rye . . .	- -	-	-	- -	-	-	- -	-	-
{ Barley . . .	- -	None at market	- -	- -	None at market	- -	- -	None at market	- -
{ Oats . . .	- -	-	-	- -	-	-	- -	-	-
2d Week. { Wheat . . .									
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									
3d Week. { Wheat . . .	The above are the prices quoted for each month.								
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									
4th Week. { Wheat . . .									
{ Rye . . .									
{ Barley . . .									
{ Oats . . .									

NORFOLK; 1836.

April.			May.			June.†			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	7 % prem.	£. sterl.							
s.	s.	s. d.							
45/	42/	46/1							
-	None at market.	-							
-	-	-							
			</						

PORTSMOUTH (N.H.); 1836. - - - -

ARTICLES.	January.			February.			March.			
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	
	at par of	at current rate of Exchange of	for same period.	at par of	at current rate of Exchange of	for same period.	at par of	at current rate of Exchange of	for same period.	
		9% prem. on England.	£. sterl.			£. sterl.			£. sterl.	
		s. s. d.	s. d.		s. s. d.	s. d.		s. d. s. d.	s. d.	
1st Week. {Wheat	-	44/-44/7	35/4	-	44/-44/7	38/4	-	44/8-45/5	43/2	
{Rye	-	27/2-28/	26/2	-	28/10	27/	-	31/3-33/1	30/3	
{Barley	-	20/7-21/5	26/10	-	26/4	28/3	-	28/1	28/5	
{Oats	-	19/9-20/7	18/	-	19/9	19/1	-	16/6	20/6	
2d Week. {Wheat	-	-	-	-	44/-45/3	38/4	-	40/11	43/7	
{Rye	-	-	-	-	30/5-31/4	26/8	-	33/1	31/5	
{Barley	-	-	-	-	28/	28/1	-	28/2-29/	28/5	
{Oats	-	-	-	-	19/9	19/1	-	18/8	20/9	
3d Week. {Wheat	-	No variation throughout this month.			45/4	39/4	-	44/-44/7	42/10	
{Rye	-				31/11	26/6	-	31/4-33/	27/2	
{Barley	-				28/-29/8	28/	-	24/9-28/	28/9	
{Oats	-				19/9	19/8	-	19/9	20/6	
4th Week. {Wheat	-				The same		-	The same		
{Rye	-				as		-	as		
{Barley	-				preceding		-	preceding		
{Oats	-				week.		-	week.		
† July.				August.			September.			
		7% prem.	£. sterl.		7½%.	£. sterl.		8%.	£. sterl.	
		s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d.	s. d.	
1st Week. {Wheat	-	43/8-44/10	49/	-	45/-47/5	49/1	-	47/4	46/7	
{Rye	-	29/5-31/11	35/5	-	31/10-32/10	34/9	-	33/4	31/	
{Barley	-	23/6	32/1	-	25/1-27/1	32/1	-	29/2-30/	30/11	
{Oats	-	16/10	23/1	-	18/9	23/1	-	18/4	22/7	
2d Week. {Wheat	-	The same as preceding week.			The same as preceding week.			53/4-58/4 36/8 33/4 19/5		
{Rye	-									
{Barley	-									
{Oats	-									
3d Week. {Wheat	-	45/2	47/8	-	47/3	47/4	-	66/9	46/4	
{Rye	-	30/3	32/9	-	31/7-32/4	33/	-	37/5	31/6	
{Barley	-	23/7	31/7	-	27/-29/3	31/6	-	36/8	33/7	
{Oats	-	16/10	22/11	-	18/8	23/2	-	20/5	22/7	
4th Week. {Wheat	-	42/-45/1	48/	The same			The same			
{Rye	-	30/2-31/10	33/9	as			as			
{Barley	-	25/2	31/4	preceding			preceding			
{Oats	-	16/9	23/	week,			week.			

PORTSMOUTH (N.H.) ; 1836.

April.			May			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
-	8½% s. d. s. d. 43/-44/8	£. sterl. s. d. 46/1	-	5½% s. d. 49/5	£. sterl. s. d. 46/5	-	6½% s. d. 42/3	£. sterl. s. d. 47/11	1st Quarter. Market poorly supplied. Farmers still hold out for an advance of prices, in consequence of the low stock of Grain, and no arrivals of Southern Corn. Hay is extremely scarce and dear.
-	31/3-33/1	29/3	-	34/1-36/2	31/3	-	28/9-30/5	31/7	
-	24/9	30/4	-	29/10	31/8	-	25/5	31/10	
-	19/10	21/1	-	20/5	21/10	-	18/6	23/11	
-	44/4	47/2	-	47/6-49/3	47/9	-	42/3-43/11	49/5	
-	33/3-35/4	28/8	-	37/3	32/4	-	30/5	34/1	
-	28/3	31/1	-	28/10-29/	32/2	-	21/10-25/5	32/2	
-	19/11	21/5	-	18/8	22/5	-	18/6	23/10	
-	46/7	47/4	-	The same as preceding week.	-	-	The same as preceding week.	-	
-	33/3	31/4							
-	28/3	31/11							
-	19/11	21/7							
-	49/-51/ 38/3 29/9 20/4	46/9 30/3 31/8 21/6	-	43/8-45/5 30/3-31/11 25/2 18/6	48/4 34/9 31/9 22/11	-	44/10 30/3 23/7-25/2 20/1	48/11 35/2 31/2 23/4	2d Quarter. The season being very backward, and the stocks of Corn and Grain extremely limited, the farmers are induced to be firm in their prices. Portsmouth (N. H.), 30 June 1836. J. T. Sherwood, Consul.
October.			November.			December.			
-	8% s. d. 60/9	£. sterl. s. d. 45/9	-	8½% s. d. s. d. 53/1-54/9	£. sterl. s. d. 50/1	-	8% s. d. 63/4	£. sterl. s. d. 58/6	
-	50/10	31/	-	39/9-41/6	33/5	-	43/4	43/6	
-	34/11-36/8	34/3	-	26/6	36/8	-	28/4	36/2	
-	20/	23/	-	20/8	25/1	-	20/	25/7	
-	58/7-66/11	45/7	-	54/9-56/4	53/9	-	60/1-63/4	58/8	
-	46/10-48/6	32/10	-	41/6	35/3	-	41/8	42/	
-	35/1	34/2	-	26/6	37/9	-	28/4	35/7	
-	20/1	23/3	-	20/8-21/7	26/1	-	20/	24/8	
-	64/6-66/9	46/2	-	58/-63/4	58/6	-	54/10-58/	57/4	
-	41/7	31/3	-	41/8	37/9	-	43/4	41/9	
-	25/10-27/8	34/4	-	26/7-28/4	38/7	-	28/4	34/5	
-	20/	23/6	-	21/7	26/8	-	20/-21/7	24/1	
-	53/1 39/9 25/8 19/11-20/8	48/1 32/6 35/8 24/3	-	63/4-66/8 46/-50/ 28/4-30/ 21/7	59/10 41/2 38/ 26/2	-	58/ 43/4-45/ 28/4 21/7	56/11 41/6 34/3 23/9	3d Quarter. There has been a failure of all the crops of Corn and Grain in this district, and prices in consequence are extremely high. No stock on hand. 4th Quarter. Nil. Portsmouth (N. H.), 31 December 1836. J. T. Sherwood, Consul.

NEW YORK; 1837. - - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		10 % prem. on England.	£. sterl.						
1st Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -	s. d. 81/ 47/3 38/3 22/6	s. d. 63/ 42/8 34/9 20/5	s. d. 55/6 36/10 32/9 22/11					
2d Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
3d Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
4th Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
The above are the average prices for the quarter.									
	† July.			August.			September.		
		20 % prem.	£. sterl.						
1st Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -	s. d. 65/3 31/6 38/3 19/9	s. d. 57/7 26/3 31/10 16/5	s. d. 55/10 34/4 27/7 23/	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -
2d Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
3d Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
4th Week.	{ Wheat - - - Rye - - - Barley - - - Oats - - -								
The above are the average prices for the quarter,									

The above are the average prices for the quarter.

The above are the average prices for the quarter.

NEW YORK; 1837.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
									For 1st and 2d Quarters. Nil.
The Returns for this quarter are wanting.									New York, 30 June 1837. J ^o Buchanan, Consul.
October.			November.			December.			REMARKS.
	15 % prem.	£. sterl.							
s. d.	s. d.	s. d.							
72/ 43/10 31/6 15/7	49/6 38/7 27/5 13/7	51/4 29/2 28/11 20/7							For 3d and 4th Quarters. Nil.
The above are the average prices for the quarter.									New York, 31 December 1837. J ^o Buchanan, Consul.

PHILADELPHIA; 1837.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
			£. sterl.			£. sterl.			£. sterl.
1st Week. { Wheat - - -	s. d. 81/	s. d. 74/6	s. d. 57/2	s. d. 80/3-81/4	s. d. 72/3-73/3	s. d. 55/8	s. d. 80/	s. d. 72/10	s. d. 54/2
{ Rye - - -	52/3-54/	48/1-49/8	43/2	54/	48/7	40/5	54/	49/2	34/10
{ Barley - - -	32/-33/6	29/4-30/10	34/8	33/6	30/3	34/1	33/6	30/6	31/5
{ Oats - - -	19/10	18/3	24/2	19/6	17/7	23/7	18/-18/9	16/5-17/1	22/7
2d Week. { Wheat - - -	81/-81/4	75/4-75/8	57/8	80/3	72/-72/3	54/8	{ The same as preceding week. }		
{ Rye - - -	54/	50/3	37/7	54/	48/7	37/7			
{ Barley - - -	32/5-33/6	30/2-31/2	35/	33/6	30/3	33/1			
{ Oats - - -	19/6-19/6	18/2-19/10	23/9	19/6	17/7	23/1			
3d Week. { Wheat - - -	{ The same as preceding week. }		{ - - - }	{ The same as preceding week. }		{ - - - }	79/3-80/	71/9-72/5	55/
{ Rye - - -							33/-33/10	29/11-30/8	35/8
{ Barley - - -							33/6	30/4	30/7
{ Oats - - -							18/9	17/	22/
4th Week. { Wheat - - -	81/4	74/1	56/11	80/	72/10	54/	75/6-77/6	67/11-69/9	54/11
{ Rye - - -	-	-	-	54/	49/2	35/6	50/6-52/2	45/6-46/11	35/6
{ Barley - - -	33/6	30/6	34/10	33/6	30/6	31/10	33/6	30/3	30/6
{ Oats - - -	19/6	17/9	23/5	18/-19/6	16/5-17/9	22/7	18/9	16/11	22/
	† July.			August.			September.		
1st Week. { Wheat - - -	-	-	-	-	-	-	-	-	-
{ Rye - - -	-	-	-	-	-	-	-	-	-
{ Barley - - -	-	-	-	-	-	-	-	-	-
{ Oats - - -	-	-	-	-	-	-	-	-	-
2d Week. { Wheat - - -	-	-	-	-	-	-	-	-	-
{ Rye - - -	-	-	-	-	-	-	-	-	-
{ Barley - - -	-	-	-	-	-	-	-	-	-
{ Oats - - -	-	-	-	-	-	-	-	-	-
3d Week. { Wheat - - -	-	-	-	-	-	-	-	-	-
{ Rye - - -	-	-	-	-	-	-	-	-	-
{ Barley - - -	-	-	-	-	-	-	-	-	-
{ Oats - - -	-	-	-	-	-	-	-	-	-
4th Week. { Wheat - - -	-	-	-	-	-	-	-	-	-
{ Rye - - -	-	-	-	-	-	-	-	-	-
{ Barley - - -	-	-	-	-	-	-	-	-	-
{ Oats - - -	-	-	-	-	-	-	-	-	-

The Returns for this quarter are wanting.

PHILADELPHIA; 1837.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at per of	at current rate of Exchange of		at per of	at current rate of Exchange of		at per of	at current rate of Exchange of		
s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d.	s. d.	£. sterl.	
72/-75/6 50/6 33/6 18/7-19/9	64/1-66/9 44/11 29/10 16/8-17/7	54/2 32/2 30/5 32/2	72/-75/7 41/5-43/2 — 18/9	63/4-66/6 36/6-38/ — 16/6	54/1 33/5 — 33/5	72/ 41/5 — 18/9	59/9 34/5 — 15/7	54/8 34/7 — 32/2	For 1st and 2d Quarters.
70/7-71/3 43/2-50/6 — 18/9	62/10-63/5 38/5-40/11 — 16/8	53/8 32/11 — 32/11	72/ 41/5 — 18/9	63/4 36/6 — 16/6	52/11 34/5 — 34/5	72/-74/8 41/5 — 18/9-19/9	59/9-62/ 34/5 — 15/7-16/5	54/5 34/10 — 34/7	Nil.
68/5-71/3 43/2 — 18/9	60/3-62/9 38/ — 16/6	53/9 32/6 — 32/6	The same as preceding week.			74/8 41/5 — 18/9-20/6	60/6 33/7 — 15/2-16/8	54/7 34/3 — 34/10	
68/5 43/2 — 18/9	60/3 38/ — 16/6	54/ 34/3 — 34/3	72/ 41/5 — 18/9	61/11 35/8 — 16/2	51/8 32/2 — 34/10	74/8-75/6 40/6-41/5 — 20/6	59/9-60/5 32/5-33/2 — 16/5	54/8 36/ — 34/3	Philadelphia, 30 June 1837. Tho ^s Jordan, Act ^s Consul.
October.			November.			December.			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		£. sterl.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		£. sterl.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		£. sterl.	
s. d.	s. d.		s. d. s. d.	s. d. s. d.		s. d.	s. d. s. d.		
63/ 36/ 27/ 14/6-15/	53/7 30/7 23/ 12/4-12/9	54/ 31/6 29/3 22/	70/2-73/1 38/10-40/6 26/-27/ 14/9	58/11-61/4 32/8-34/ 21/10-22/8 12/5	50/ 29/10 29/9 20/9	74/8-76/6 40/6-45/ 31/6 14/9	64/2-65/10 34/10-38/9 27/1 12/9	50/11 29/5 28/6 20/4	
- - - -	The same as preceding week.	- - - -	72/-76/6 40/6-45/ 27/ 14/9	60/6-64/3 34/-37/10 22/8 12/5	51/3 30/2 29/6 20/6	70/2-72/ 38/10-41/ 31/6 14/9	60/4-61/11 33/5-35/3 27/1 12/9	51/ 27/7 28/3 20/	Nil.
63/-66/6 36/ 26/-27/ 14/9-15/	52/11-56/ 30/3 21/10-22/8 12/5-12/7	51/1 29/3 29/5 21/7	77/6-78/9 45/ 27/-31/6 14/9	65/1-66/2 37/10 22/8-26/6 12/5	52/8 27/4 30/ 20/5	68/6-70/2 38/10 31/6 14/9	60/3-61/9 34/2 27/9 13/	51/9 29/10 28/3 20/3	
68/5-72/ 36/-37/1 26/ 14/9	57/6-60/6 30/3-31/2 21/10 12/5	49/5 29/7 29/ 20/11	The same as preceding week.			64/9-68/6 38/3-38/10 30/7-31/6 14/-14/9	58/3-61/8 34/5-35/ 27/6-28/4 12/7-13/3	51/6 27/2 28/4 28/	Philadelphia, 31 December 1837. Henry Beckett, Pro Consul.

BOSTON; 1837.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
1st Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -
2d Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -
The Returns for this quarter are wanting.									
3d Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -
4th Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -
	† July.			August.			September.		
	s. d.		£. sterl.	s. d.		£. sterl.	s. d.		£. sterl.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.	
1st Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	28/10 30/3-32/4 18/	26/2 27/10-29/5 16/4	33/7 27/5 23/10	28/10-30/3 30/3 18/	26/2-27/10 27/10 19/9	38/5 26/7 23/5	28/10-30/3 30/3 18/-19/9	26/2-27/10 27/10 16/4-18/	32/7 27/3 22/9
2d Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	28/10 30/3-32/4 18/	26/2 27/10-29/5 16/4	35/6 28/1 23/6	28/10-30/3 30/3 18/-19/9	26/2-27/10 27/10 16/4-18/	36/1 27/9 23/5	30/3 28/10 19/9	27/10 26/2 18/	33/6 28/1 22/6
3d Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	28/10-30/3 32/4 18/	26/2-27/10 29/5 16/4	34/9 27/2 23/4	28/10-30/3 30/3 18/	26/2-27/10 27/10 19/9	36/2 27/9 23/8	28/10 30/3-32/4 19/9	26/2 27/10-28/5 18/	32/3 27/8 22/7
4th Week. { Wheat - - - Rye - - - Barley - - - Oats - - -	28/10-30/3 28/10-30/3 18/-19/9	26/2-27/10 26/2-27/10 16/4-18/	36/4 27/1 23/	28/10-30/3 30/3 18/-19/9	26/2-27/10 27/10 16/4-18/	34/1 26/10 22/11	28/10 30/3-32/4 19/9	26/2 27/10-29/5 18/	31/11 28/1 21/3

BOSTON; 1837.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d. s. d.	s. d. s. d.	£. sterl.	s. d.	s. d.	£. sterl.	s. d.	s. d.	£. sterl.	
25/2-27/	23/1-24/9	32/2	28/10	26/5	33/5	28/10	26/2	34/7	1st Quarter. Nil.
36/-37/9	33/-34/3	30/5	36/-37/9	33/-34/3	28/10	36/-37/9	32/9-34/4	27/9	
18/-21/7	16/6-19/10	21/11	19/9-21/7	18/2-19/10	22/8	21/7	19/8	24/1	
									2d Quarter. The Exchange is calculated at the ad- vance, by value of specie, and not at the depreciated value of paper.
27/-28/10	24/-26/	32/11	28/10	26/5	34/5	28/10	26/2	34/10	
36/-37/9	33/-34/	30/	37/9	34/3	28/4	36/-37/9	32/9-34/4	28/6	
19/9-21/7	18/2-19/10	22/	21/7-23/5	19/10-21/6	22/7	21/7	19/8	24/3	
									Boston, 30 June 1837. Robt Cha ^s Manners, Vice-Consul.
27/	24/9	32/6	28/10	26/2	34/10	27/-28/10	24/9-26/2	34/3	
36/	33/	29/9	36/-37/9	32/9-34/4	27/11	37/9	34/4	27/9	
19/9-21/7	18/2-19/10	22/5	21/7	19/8	22/5	21/7-23/5	19/10-21/3	24/7	
28/10	26/5	34/3	27/-28/10	24/6-26/2	32/2	28/10	26/2	36/	
36/-36/4	33/-36/4	29/7	37/9	34/4	27/9	37/9	34/4	27/10	
19/9-21/7	18/2-19/10	22/8	21/7	19/8	23/3	21/7	19/10	24/7	
October.			November.			December.			3d and 4th Quarters. Nil.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d.	s. d.	£. sterl.	s. d.	s. d.	£. sterl.	s. d.	s. d.	£. sterl.	
28/10	26/2	31/5	28/10	26/2	29/10	28/10	26/2	29/5	3d and 4th Quarters.
30/3-32/4	27/10-29/5	29/8	32/4	29/5	29/9	30/3-32/4	27/10-29/5	28/6	
18/	16/4	22/	18/-21/7	16/4-19/8	20/9	19/9-21/7	18/-19/8	20/4	
The same as preceding week.		}	30/3-32/4	27/10-29/5	30/2	30/3	27/10	27/7	
			32/4-34/2	29/5-31/1	29/6	30/3-32/4	27/10-29/5	28/3	
			21/7	19/8	20/6	19/9	18/	20/	
ditto		}	28/10	26/2	27/4	28/10-30/3	26/2-27/10	29/10	
			32/4	29/5	30/	28/10-30/3	26/2-27/10	28/3	
			21/7	19/8	20/5	18/-19/9	16/4-18/	20/3	
ditto		}	30/3	27/10	29/9	30/3	27/10	27/2	Boston, 31 December 1837. Robt Cha ^s Manners, Vice-Consul.
			32/4-34/2	29/5-31/11	29/3	30/3-32/4	27/10-29/5	28/4	
			19/9-21/7	18/-19/8	20/6	19/9-21/7	18/-19/8	19/10	

PORTSMOUTH (N. H.); 1837. - - - -

ARTICLES.	January.			February.			March.				
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.		
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of			
1st Week.	Wheat	-	7 ½ % prem. on England.	£. sterl.	-	9 %	£. sterl.	-	9 %	£. sterl.	
	Rye	-	s. d. s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
	Barley	-	61/11-63/7	57/2	-	77/7	55/8	-	74/4	54/2	
	Oats	-	46/10	43/2	-	46/2	40/5	-	52/9	34/10	
2d Week.	Wheat	-	28/5-30/1	34/8	-	32/2	34/1	-	33-34/8	31/5	
	Rye	-	21/9	24/2	-	19/9	23/7	-	23/1	22/7	
	Barley	-			-			-			
	Oats	-			-			-			
3d Week.	Wheat	-	63/11	57/8	-	77/	54/8	-	74/11-77/8	54/10	
	Rye	-	47/1	37/7	-	51/1	37/7	-	53/3	33/4	
	Barley	-	28/7-30/3	35/	-	33/	33/1	-	33/3-35/4	31/2	
	Oats	-	20/2-21/10	23/9	-	23/1	23/1	-	23/3	22/5	
4th Week.	Wheat	-	66/8-76/7	57/3	-	77/8	54/5	-	72/7	55/	
	Rye	-	46/8-50/	40/7	-	51/7	39/6	-	46/2-47/10	35/8	
	Barley	-	30/	34/11	-	33/3-34/11	32/7	-	35/1	30/7	
	Oats	-	20/-21/7	23/6	-	19/11-23/3	22/7	-	21/5	22/	
1st Week.	Wheat	-	76/1-77/9	56/11	-	77/2	54/	-	69/4-70/2	54/11	
	Rye	-	41/4-46/3	40/	-	51/2-52/10	35/6	-	47/10	35/6	
	Barley	-	30/7	34/10	-	34/9	31/10	-	35/1	30/6	
	Oats	-	19/10-21/7	23/5	-	23/2	22/7	-	19/10-21/5	22/	
2d Week.	Wheat	-	† July.			August.			September.		
	Rye	-									
	Barley	-									
	Oats	-									
3d Week.	Wheat	-	The Returns for this quarter have not been received.								
	Rye	-									
	Barley	-									
	Oats	-									
4th Week.	Wheat	-									
	Rye	-									
	Barley	-									
	Oats	-									

- - - - - PORTSMOUTH (N.H.) ; 1837.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	9½%.	£. sterl.		10½%.	£. sterl.		12%.	£. sterl.	1st and 2d Quarters.
-	s. d.	s. d.	-	s. d. s. d.	s. d.	-	s. d.	s. d.	Nil.
-	65/9	54/2	-	61/10-65/2	54/1	-	64/3	54/5	
-	45/11	32/2	-	34/7-39/1	33/5	-	36/1	34/7	
-	32/10	30/5	-	32/7	28/10	-	34/2-36/1	27/9	
-	18/1	31/11	-	17/11	22/8	-	17/8-19/5	24/1	
-	65/5	53/8	-	57/9-64/3	52/11	-	65/5-67/	54/7	
-	42/6	32/11	-	38/6-42/9	34/5	-	36/9-38/2	34/10	
-	32/8	30/	-	36/1	28/4	-	36/9	28/6	
-	16/4-18/	22/	-	17/8-19/5	22/7	-	19/7	24/3	
-	65/2	53/9	-	58/-63/2	51/8	-	66/6-70/5	54/8	
-	42/4	32/6	-	36/-39/6	34/10	-	36/6	36/3	
-	32/7-34/3	29/9	-	35/6	27/11	-	35/3	27/4	
-	17/11	22/5	-	18/11	22/5	-	17/3-18/9	24/7	
-	61/10-65/2	54/	-	64/3	52/8	-	63/7-64/9	55/2	Portsmouth (N. H.),
-	32/7-39/1	34/3	-	36/1-37/6	32/2	-	35/7	36/	30 June 1837.
-	32/7	29/7	-	36/1	27/9	-	34/4-35/7	27/10	Jo ^r T. Shertwood,
-	16/3-17/11	22/8	-	17/8-19/5	23/3	-	18/3	24/7	Consul.
October.			November.			December.			3d and 4th Quarters.
	14% prem.	£. sterl.		16%.	£. sterl.		16%.	£. sterl.	
-	s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
-	47/4	54/	-	46/6	50/	-	55/10	50/11	Nil.
-	31/7	31/6	-	34/1	29/10	-	38/10-39/11	29/5	
-	31/7	29/3	-	34/11	29/9	-	37/3	28/6	
-	15/9-16/8	22/	-	15/6	20/9	-	15/6-17/1	20/4	
-	48/2	51/10	-	49/10-51/2	51/3	-	54/9	51/	
-	32/2	31/7	-	34/11-35/8	30/2	-	39/1-40/8	27/7	
-	32/2	28/10	-	35/8	29/6	-	40/8	28/3	
-	16/1	21/1	-	15/6-17/1	20/6	-	17/3	20/	
-	42/10-48/2	50/1	-	54/3	52/8	-	53/1-56/3	51/9	
-	30/6-32/2	29/3	-	35/8	27/4	-	41/10	29/10	
-	32/2	29/5	-	35/8	30/	-	41/10	28/3	
-	16/1	21/7	-	17/1	20/5	-	16/	20/3	
-	41/8-47/	49/5	-	56/4-57/11	51/11	-	55/7	51/6	Portsmouth (N. H.),
-	31/4	29/7	-	36/-37/6	29/9	-	43/7	27/2	31 December 1837.
-	31/4	29/	-	36/-37/6	29/3	-	42/6-43/7	28/4	Jo ^r T. Sherwood,
-	15/8	20/11	-	17/3	20/6	-	18/	19/10	Consul.

PHILADELPHIA; 1838. - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		10% prem.	£. sterl.		10% prem.	£. sterl.		10% prem.	£. sterl.
1st Week. { Wheat - - -	- -	s. d. 58/3	s. d. 50/9	- -	s. d. 50/8	s. d. 52/4	- -	s. d. 51/10-54/1	s. d. 53/7
Rye - - -	- -	34/5	30/6	- -	30/1	28/2	- -	30/9-31/1	29/1
Barley - - -	- -	27/6	27/11	- -	26/11	28/1	- -	29/10	27/9
Oats - - -	- -	12/7	19/6	- -	11/11-12/4	19/4	- -	11/5	19/3
2d Week. { Wheat - - -	- -	56/9-58/3	51/3	- -	51/10	53/7	- -	51/10-52/6	53/7
Rye - - -	- -	34/4-34/5	26/9	- -	30/9	26/9	- -	30/9-31/6	28/4
Barley - - -	- -	27/6	27/11	- -	27/6	27/11	- -	29/6	27/8
Oats - - -	- -	12/7	19/6	- -	12/2	19/5	- -	11/4-11/9	19/11
3d Week. { Wheat - - -	- -	56/1	51/11	- -	52/9-54/7	53/6	- -	52/4-55/5	54/6
Rye - - -	- -	32/1-33/	27/1	- -	31/1	28/7	- -	30/10-31/8	30/6
Barley - - -	- -	27/3	27/10	- -	27/10-29/10	27/10	- -	29/10	27/11
Oats - - -	- -	12/6	19/4	- -	11/10-12/2	19/5	- -	12/4	20/
4th Week. { Wheat - - -	- -	52/4-55/5	53/2	The same as preceding week.			- -	53/3	55/1
Rye - - -	- -	30/1-31/8	29/9				- -	30/6-31/1	29/8
Barley - - -	- -	26/11	27/10				- -	28/8-29/10	28/7
Oats - - -	- -	12/4	19/4				- -	11/5	20/6
	† July.			August.			September.		
		10% prem.	£. sterl.		10% prem.	£. sterl.		10% prem.	£. sterl.
1st Week. { Wheat - - -	- -	s. d. s. d. 50/8-51/8	s. d. 65/11	- -	s. d. s. d. 49/2-50/9	s. d. 67/9	- -	s. d. s. d. 52/5-54/5	s. d. 68/
Rye - - -	- -	24/6-25/11	35/2	- -	24/7-27/10	35/11	- -	31/1-32/1	35/9
Barley - - -	- -	-	-	- -	-	-	- -	-	-
Oats - - -	- -	12/2	21/11	- -	12/3-13/5	22/4	- -	14/1	23/3
2d Week. { Wheat - - -	- -	46/11-48/7	65/11	- -	50/9	69/5	- -	58/3-63/2	62/2
Rye - - -	- -	22/8-24/4	33/6	- -	31/1-32/9	36/1	- -	32/5-34/	35/9
Barley - - -	- -	-	-	- -	-	-	- -	-	-
Oats - - -	- -	12/2	22/3	- -	13/5-14/8	22/7	- -	15/3-16/3	22/
3d Week. { Wheat - - -	- -	45/3-45/11	66/1	- -	50/2-51/10	73/3	- -	49/2-50/9	59/11
Rye - - -	- -	22/11	34/8	- -	32/5	38/	- -	24/7-24/10	35/3
Barley - - -	- -	-	-	- -	-	-	- -	-	-
Oats - - -	- -	12/3	22/2	- -	14/7	23/5	- -	12/3-13/5	22/1
4th Week. { Wheat - - -	- -	44/3-45/3	66/11	- -	52/5	74/7	- -	61/3-63/6	61/
Rye - - -	- -	22/11-24/7	35/3	- -	31/1-32/9	38/9	- -	31/11-32/7	33/3
Barley - - -	- -	-	-	- -	-	-	- -	36/8	30/11
Oats - - -	- -	12/3	22/2	- -	14/1-14/8	24/	- -	15/8-16/4	21/11

PHILADELPHIA; 1838.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of	£. sterl.	at par of	at current rate of Exchange of	£. sterl.	at par of	at current rate of Exchange of	£. sterl.	
	9 % prem.	£. sterl.		10 % prem.	£. sterl.		12 % prem.	£. sterl.	1st and 2d Quarters.
-	s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	Nil.
-	53/3	56/10	-	56/9	58/2	-	58/3	61/2	
-	30/6-30/10	30/7	-	31/6	30/4	-	30/9-31/6	32/11	
-	28/8	28/10	-	25/11	29/2	-	25/11	30/3	
-	11/5-12/2	20/8	-	12/2	21/4	-	12/5	22/1	
-	54/9-56/3	57/	-	57/4	68/11	-	55/5-57/	62/3	Exchange on Eng-
-	31/2	30/8	-	31/10	30/4	-	30/1-30/4	32/8	land between 9 and
-	29/	29/2	-	26/2	28/11	-	25/4	30/5	12 per cent. pre-
-	12/4	21/2	-	12/3	21/4	-	12/2	22/2	mium.
-	55/1	56/11	-	57/4-58/11	60/3	-	53/-56/1	62/11	
-	30/2-31/6	30/4	-	31/10	31/6	-	27/11-29/10	33/4	
-	25/11-28/4	28/11	-	26/2	29/3	-	25/7	30/4	
-	12/2	21/	-	12/3-12/7	22/	-	12/4	21/11	
-	55/1-56/9	57/2	-	57/4-58/11	60/5	-	50/8-52/8	63/6	Philadelphia,
-	31/6	31/9	-	31/10	32/9	-	26/7-29/3	34/8	30 June 1838.
-	25/11	28/10	-	26/2	30/3	-	-	-	Henry Beckett,
-	12/2	21/2	-	12/3-12/7	22/	-	12/2-12/5	21/11	Consul.
October.			November.			December.			3d and 4th Quarters.
	9½ % prem.	£. sterl.		9½ % prem.	£. sterl.		10 % prem.	£. sterl.	
-	s. d. s. d.	s. d.	-	s. s. d.	s. d.	-	s. d. s. d.	s. d.	
-	57/-58/7	62/9	-	57/-58/7	67/3	-	56/9-58/3	73/2	Nil.
-	32/7	33/3	-	32/7	36/1	-	34/	42/5	
-	36/8-36/8	30/11	-	36/8	31/2	-	38/6	33/4	
-	15/-15/8	22/1	-	15/	22/3	-	14/11	24/4	
-	58/7-60/3	64/	The same as preceding week.			-	58/3	75/11	Exchange on Eng-
-	32/7-33/6	32/2				-	34/	47/2	land between 9½ and
-	36/8	30/7				-	38/6	35/1	10 per cent. pre-
-	15/	21/11				-	14/11	24/8	mium.
-	60/3	63/7	-	56/8-57/4	71/7	-	57/9-58/8	75/11	
-	31/8-32/7	33/10	-	32/9	38/1	-	34/2-35/11	48/11	
-	36/8	29/9	-	36/10	33/2	-	38/9	35/8	
-	15/	21/9	-	15/1	22/11	-	14/4-15/	25/1	
-	58/7-60/3	64/4	-	56/9	71/1	-	56/8-58/8	75/9	Philadelphia,
-	32/7	31/9	-	32/5-34/	39/9	-	34/2	50/10	31 December 1838.
-	36/8	30/2	-	36/6-38/6	33/	-	38/9	36/3	Henry Beckett,
-	15/	21/8	-	14/11	23/4	-	14/4	25/5	Consul.

BOSTON; 1838.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.
1st Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Rye - - -	27/-28/9	25/5-27/2	30/6	28/9	27/2	28/2	30/7-32/4	28/10-30/7	29/1
Barley - - -	32/4	30/7	27/11	32/4-34/2	30/7-32/1	28/1	32/4	30/7	27/9
Oats - - -	16/6-18/	15/11-17/	19/6	18/	17/	19/4	18/	17/	19/3
2d Week. { Wheat - - -	- - -	- - -	- - -	{ The same as preceding week. }			- - -	- - -	- - -
Rye - - -	27/-28/9	25/5-27/2	26/9				30/7-32/4	28/10-30/7	28/4
Barley - - -	32/4-34/2	30/7-32/1	27/11				32/4	30/7	27/8
Oats - - -	18/	17/	19/6				18/	17/	19/11
3d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Rye - - -	28/9	27/2	27/1	28/9-30/7	27/2-28/2	28/7	32/4	30/7	30/6
Barley - - -	34/2	32/1	27/10	32/4	30/7	27/10	34/2	32/1	27/11
Oats - - -	18/	17/	19/4	18/	17/	19/5	18/	17/	20/
4th Week. { Wheat - - -	- - -	{ The same as preceding week. }		- - -	- - -	- - -	- - -	- - -	- - -
Rye - - -	- - -			30/7-32/4	28/10-30/7	26/8	32/4	30/7	29/8
Barley - - -	- - -			32/4	30/7	27/9	34/2	32/1	28/7
Oats - - -	- - -			18/	17/	20/1	18/	17/	20/6
† July.									
	s. d. s. d.	s. d. s. d.	£. sterl.			£. sterl.			£. sterl.
1st Week. { Wheat - - -	- - -	- - -	- - -	{ The same as preceding week. }			- - -	- - -	- - -
Rye - - -	34/2-36/	31/1-32/	35/2				34/2-36/	31/1-32/2	35/9
Barley - - -	36/-37/9	32/-34/4	30/10				36/	32/2	33/1
Oats - - -	18/	16/	21/11				19/9-21/7	18/2-19/10	23/3
2d Week. { Wheat - - -	- - -	{ The same as preceding week. }		s. d. s. d.	s. d. s. d.	s. d. s. d.	- - -	- - -	- - -
Rye - - -	- - -			- - -	- - -	- - -	- - -	- - -	- - -
Barley - - -	- - -			36/-32/2	32/2	36/1	- - -	- - -	- - -
Oats - - -	- - -			34/2-36/	31/1-32/2	32/5	- - -	- - -	- - -
				19/9	18/2	22/7	- - -	- - -	- - -
3d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	{ No variation during the month. }		
Rye - - -	34/2	31/1	34/8	36/	32/2	38/			
Barley - - -	34/2-36/	31/1-32/2	31/5	34/2-36/	31/1-32/2	33/4			
Oats - - -	18/	16/6	22/2	19/9	18/2	23/5			
4th Week. { Wheat - - -	- - -	{ The same as preceding week. }		- - -	{ The same as preceding week. }		- - -	- - -	- - -
Rye - - -	- - -			- - -			- - -	- - -	- - -
Barley - - -	- - -			- - -			- - -	- - -	- - -
Oats - - -	- - -			- - -			- - -	- - -	- - -

- - - - - BOSTON; 1838.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
									1st and 2d Quarters.
									Nil.
The Returns for this quarter are wanting.									
									Boston, Massachusetts, 30 June 1838.
									Robt Cha ^r Mannors, Vice-Consul.
October.			November.			December.			3d and 4th Quarters.
s. d.	s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.	
—	—	s. d.	—	—	—	—	—	s. d.	
32/4 34/2 18/-19/9	29/9 32/2 16/6-18/2	33/3 30/11 22/1	32/4-34/2 34/2-36/ 18/	29/9-32/ 32/ 16/6	36/1 31/2 22/3	32/4-34/2 34/2-36/ 18/-19/9	29/9-32/ 32/ 16/6-18/2	42/5 33/4 24/4	Nil.
32/4-34/2 36/ 18/-19/9	29/9-32/ 32/ 16/6-18/2	32/ 30/7 21/11	32/4-34/2 36/ 18/-19/9	29/9-32/ 32/ 16/6-18/2	37/9 32/6 22/5	34/2 36/ 19/9	32/ 32/ 18/2	47/2 35/1 24/8	
32/4 34/2-36/ 18/-19/9	29/9 32/ 16/6-18/2	33/10 29/9 21/9	34/2 36/ 19/9	32/ 32/ 18/2	38/1 33/2 22/11	34/2 34/2-36/ 19/9	32/ 32/ 18/2	48/11 35/8 25/1	
32/4-34/2 36/ 18/-19/9	29/9-32/ 32/ 16/6-18/2	31/9 30/2 21/8	The same as preceding week.			32/4-34/2 34/2-36/ 19/9	29/9-32/ 32/ 18/2	50/10 36/3 25/5	Boston, Massachusetts, 31 December 1838.
									Robt Cha ^r Mannors, Vice-Consul.

PORTSMOUTH (N.H.); 1838.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		10 % prem.	£. sterl.		10 % prem.	£. sterl.		2 % prem.	£. sterl.
		s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.
1st Week. { Wheat	-	55/7-58/11	50/9	-	60/7-62/2	53/7	-	49/5-53/10	53/7
1st Week. { Rye	-	43/7-45/9	30/6	-	34/9-36/10	28/2	-	38/9-39/6	29/1
1st Week. { Barley	-	43/7	27/11	-	32/9	28/1	-	39/6	27/9
1st Week. { Oats	-	18/	19/6	-	16/4	19/4	-	17/7	19/3
2d Week. { Wheat	-	57/3	51/3	-	55/8-60/7	53/7	-	54/	53/7
2d Week. { Rye	-	43/7	26/9	-	36/10-37/7	26/9	-	40/6-41/4	28/4
2d Week. { Barley	-	43/7	27/11	-	36/10	27/11	-	40/6	27/8
2d Week. { Oats	-	18/	19/6	-	16/4-18/	19/5	-	18/	19/11
3d Week. { Wheat	-	57/9	51/11	-	48/10-55/5	53/6	-	53/3-58/7	54/6
3d Week. { Rye	-	41/3	27/1	-	36/8	28/7	-	37/8	30/6
3d Week. { Barley	-	41/3-44/	27/10	-	36/8	27/10	-	37/8-40/2	27/11
3d Week. { Oats	-	16/6-18/2	19/4	-	16/4	19/5	-	15/-16/9	20/
4th Week. { Wheat	-	59/4-60/7	53/2	-	50/6	53/6	-	59/2	55/1
4th Week. { Rye	-	34/9-36/10	29/9	-	37/10-38/8	26/8	-	38/1	29/8
4th Week. { Barley	-	34/9	27/10	-	37/10	27/9	-	31/1-40/7	28/7
4th Week. { Oats	-	16/4	19/4	-	16/10	20/1	-	16/10	20/6
	† July.			August.			September.		
		8 ½ % prem.	£. sterl.		7 ½ % prem.	£. sterl.		8 ½ % prem.	£. sterl.
		s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.
1st Week. { Wheat	-	56/6	65/11	-	53/7-55/3	69/7	-	56/5-58/1	68/
1st Week. { Rye	-	33/3	35/2	-	26/10	35/11	-	29/11	35/9
1st Week. { Barley	-	34/11	30/10	-	30/1	31/9	-	29/11	33/1
1st Week. { Oats	-	13/4-14/5	21/11	-	13/4	22/4	-	16/7	23/3
2d Week. { Wheat	-	54/9-56/6	65/11	-	55/6	69/5	-	54/9-58/1	62/2
2d Week. { Rye	-	29/11-31/7	33/6	-	26/11-28/7	36/1	-	31/7	35/9
2d Week. { Barley	-	31/7	30/5	-	30/3	32/5	-	31/7-33/3	31/7
2d Week. { Oats	-	13/3	22/3	-	15/1	22/7	-	14/11	22/
3d Week. { Wheat	-	56/3	66/1	-	57/2-58/10	73/3	-	53/9	59/11
3d Week. { Rye	-	29/9	34/8	-	28/7	38/	-	30/-31/7	35/3
3d Week. { Barley	-	33/1-34/9	31/5	-	30/3	33/4	-	33/4	31/2
3d Week. { Oats	-	13/2-14/11	22/2	-	15/1-16/10	23/5	-	13/4	22/1
4th Week. { Wheat	-	54/6	66/11	-	58/1	74/7	-	53/1-53/9	61/
4th Week. { Rye	-	26/5-28/1	35/3	-	29/1-29/11	38/9	-	29/11-31/7	33/3
4th Week. { Barley	-	29/9	30/8	-	29/11	33/5	-	31/7-33/3	30/11
4th Week. { Oats	-	13/2-14/11	22/2	-	16/7	24/	-	13/3	21/11

- - - - - PORTSMOUTH (N. H.); 1838.

April.			May.			June.†			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	6 ½% prem.	£. sterl.		6 ½% prem.	£. sterl.		7 ½% prem.	£. sterl.	
-	s. d. s. d.	s. d.	-	s. d.	s. d.	-	s. d. s. d.	s. d.	1st Quarter.
-	59/5-60/1	56/10	-	57/3	58/2	-	56/11-58/7	61/2	Stock on hand,
-	36/9-38/2	30/7	-	36/9-37/4	30/4	-	35/2-36/10	32/11	126,890 quarters of
-	38/2-40/9	28/10	-	38/3	29/2	-	36/10	30/3	wheat.
-	16/11-20/4	20/8	-	16/11	21/4	-	15/-16/9	22/11	
-	61/8	57/	-	57/3-59/7	68/11	-	56/5-59/11	62/3	2d Quarter.
-	38/7	30/8	-	35/7-37/4	30/4	-	34/11-35/3	32/8	The prospect for
-	38/7	29/2	-	37/4-38/3	28/11	-	36/7	30/5	large crops was never
-	15/5-17/1	21/2	-	16/11	21/4	-	16/7	22/2	more flattering.
-	60/7	56/11	-	59/2	60/3	-	56/2	62/11	
-	37/6-39/	30/4	-	33/9	31/6	-	34/8-35/1	33/4	
-	39/	28/7	-	37/2	29/3	-	35/1-35/5	30/4	
-	17/3	21/	-	15/2-16/10	22/	-	14/10-16/6	21/11	
-	56/3-57/11	57/2	-	58/10-60/7	60/5	-	55/10-57/5	63/6	Portsmouth (N. H.),
-	37/1-38/4	31/9	-	33/8-35/4	32/9	-	32/10-34/6	34/8	30 June 1838.
-	38/4	28/10	-	37/	30/3	-	34/10	30/	Jos. T. Sherwood,
-	15/4-17/	21/2	-	15/1	22/	-	14/9	21/11	Consul.
October.			November.			December.			REMARKS.
	9 ½% prem.	£. sterl.		9 ½% prem.	£. sterl.		9 ½% prem.	£. sterl.	
-	s. d. s. d.	s. d.	-	s. d.	s. d.	-	s. d. s. d.	s. d.	
-	55/10	62/9	-	57/6	67/3	-	55/10-57/6	73/2	3d Quarter.
-	35/7-36/2	33/3	-	36/2-37/	36/1	-	37/	42/5	Nil.
-	32/10-36/2	30/11	-	35/6-36/2	31/2	-	37/	33/4	
-	16/5	22/1	-	16/5	22/3	-	18/1	24/4	
-	56/2	64/	-	57/6	69/8	-	57/3	75/11	4th Quarter.
-	36/2	32/2	-	36/2-37/	37/9	-	36/10	47/2	The stock on hand is not
-	36/2	30/7	-	35/6-36/2	32/6	-	36/10	35/1	large. At no time, however,
-	16/6	21/11	-	16/5	22/5	-	18/-18/10	24/8	is there sufficient raised in
-	55/10-57/5	63/7	-	54/2	71/7	-	57/8-58/11	75/11	this district for the consump-
-	36/2	33/10	-	35/6	38/1	-	36/11	43/11	tion of the inhabit-
-	36/2	29/9	-	35/6	33/2	-	34/5-36/11	35/8	ants.
-	16/5	21/9	-	16/5	22/11	-	18/	25/1	
-	57/9-59/5	64/4	-	52/7-34/2	71/7	-	59/2	75/9	Portsmouth (N. H.),
-	36/4	31/9	-	32/10-35/6	39/9	-	37/-37/10	50/10	31 December 1838.
-	33/-36/4	30/2	-	35/6	33/	-	34/6-37/	36/3	Jos. T. Sherwood,
-	16/6	21/8	-	16/5	23/4	-	16/5	25/5	Consul.

NEW YORK; 1839. - - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	<i>s. d.</i>	<i>s. d.</i>	<i>£. sterl.</i>						
1st Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	42/9	40/	50/5	-	-	-	-	-	-
{ Barley . . .	35/3	32/5	37/1	-	-	-	-	-	-
{ Oats . . .	18/	16/8	26/	-	-	-	-	-	-
2d Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	-	-	-	-	-	-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-
3d Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	-	-	The above are the average prices for the quarter			-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-
4th Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	-	-	-	-	-	-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-
	† July.			August.			September.		
		5% prem.	£. sterl.		5% prem.	£. sterl.		5% prem.	£. sterl.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
1st Week. { Wheat . . .	-	45/9-49/4	65/9	-	47/1-49/4	69/	-	42/5-45/	69/6
{ Rye . . .	-	28/9-30/7	45/9	-	29/6-30/2	46/2	-	27/8-28/9	40/6
{ Barley . . .	-	27/-28/1	36/11	-	27/-28/1	37/5	-	27/-28/1	37/10
{ Oats . . .	-	16/6	26/7	-	14/-16/2	26/5	-	14/-16/2	26/
2d Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	-	-	-	-	-	-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-
3d Week. { Wheat . . .	-	-	-	The above are the average prices for each month			-	-	-
{ Rye . . .	-	-	-	-	-	-	-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-
4th Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	-	-	-	-	-	-	-	-
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	-	-	-	-	-	-	-	-

NEW YORK; 1839.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
s. d.	9 ^o / ₁₀ prem.	£. sterl.	s. d.	s. d.	£. sterl.	s. d.	s. d.	£. sterl.	
62/8	58/8	66/6	59/4	59/4	68/10	57/4	67/4	67/5	No quotations for Wheat during the winter months; none being brought here for sale, the mills being stopped by the ice.
38/8	35/4	39/4	39/4	35/4	39/3	40/8	37/4	42/7	
31/4	26/8	36/7	26/8	24/	39/3	30/8	33/4	37/8	
17/4	16/	23/7	18/	16/8	24/2	19/4	17/4	25/6	
No variation throughout the month.			No variation throughout the month.			The same as preceding week.			
						52/ 36/8	52/ 34/	66/ 38/11	
						20/	18/	26/6	
						The same as preceding week.			

PHILADELPHIA; 1839.

ARTICLES.				January.			February.			March.					
				Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.			
				at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of				
					9% prem.	£. sterl.		9% prem.	£. sterl.		9% prem.	£. sterl.			
				s. d.	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.			
1st Week.	Wheat	-	-	-	-	55/4-56/7	77/8	-	-	58/7	74/7	-	-	53/5-54/1	71/5
	Rye	-	-	-	-	34/2	50/5	-	-	36/8	46/5	-	-	37/9	39/11
	Barley	-	-	-	-	38/9	37/1	-	-	36/8-38/9	39/11	-	-	-	37/7
	Oats	-	-	-	-	14/4	26/	-	-	15/-15/8	25/5	-	-	15/1	23/6
2d Week.	Wheat	-	-	-	-	56/2-58/7	79/	-	-	59/3-59/11	71/9	-	-	52/5-53/3	71/9
	Rye	-	-	-	-	34/2-35/2	50/4	-	-	37/1-38/	46/11	-	-	35/6-37/9	41/2
	Barley	-	-	-	-	38/9	39/1	-	-	37/1	39/1	-	-	-	-
	Oats	-	-	-	-	14/8-15/	25/10	-	-	15/2	24/11	-	-	15/1	23/7
3d Week.	Wheat	-	-	-	-	57/9-58/7	78/10	-	-	59/11-53/9	69/3	-	-	52/5	69/
	Rye	-	-	-	-	35/2	50/9	-	-	38/	43/2	-	-	35/6	36/7
	Barley	-	-	-	-	38/9	41/	-	-	37/1	37/4	-	-	-	-
	Oats	-	-	-	-	15/	25/11	-	-	15/2	24/5	-	-	15/1	23/5
4th Week.	Wheat	-	-	The same as preceding week.		-	-	-	-	56/-56/11	69/7	-	-	51/7-53/9	66/9
	Rye	-	-			-	-	-	-	37/-38/	40/7	-	-	35/4-35/10	38/7
	Barley	-	-			-	-	-	-	37/1	36/8	-	-	-	-
	Oats	-	-			-	-	-	-	15/2	23/8	-	-	15/	22/11
				† July.			August.			September.					
					9% prem.	£. sterl.		10% prem.	£. sterl.		10% prem.	£. sterl.			
				s. d.	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.			
1st Week.	Wheat	-	-	-	-	42/-42/7	65/9	-	-	42/1	69/9	-	-	42/1-43/5	69/6
	Rye	-	-	-	-	29/6	45/9	-	-	25/	46/10	-	-	25/11-26/10	40/6
	Barley	-	-	-	-	27/	36/11	-	-	26/8	36/8	-	-	-	37/10
	Oats	-	-	-	-	19/8	26/7	-	-	13/4-15/4	25/11	-	-	12/2-12/7	26/
2d Week.	Wheat	-	-	-	-	10% prem.	66/10	-	-	9% prem.	70/	-	-	42/9-43/5	68/6
	Rye	-	-	-	-	41/5	36/6	-	-	42/7	44/9	-	-	25/11	37/8
	Barley	-	-	-	-	27/6-29/3	36/2	-	-	26/2-26/10	36/11	-	-	-	38/3
	Oats	-	-	-	-	26/8	26/3	-	-	27/	26/1	-	-	12/2	25/11
3d Week.	Wheat	-	-	-	-	42/1-43/5	67/	-	-	42/7-43/2	68/10	-	-	37/11-38/7	67/6
	Rye	-	-	-	-	25/-26/7	43/10	-	-	26/10-27/10	46/	-	-	22/8-23/4	37/10
	Barley	-	-	-	-	26/8	38/1	-	-	No sales.	37/2	-	-	-	38/4
	Oats	-	-	-	-	17/9	25/11	-	-	12/3	25/1	-	-	12/2	26/1
4th Week.	Wheat	-	-	-	-	41/9-42/1	67/6	-	-	43/2	69/7	-	-	35/7-37/10	67/11
	Rye	-	-	-	-	25/	44/6	-	-	27/10	40/3	-	-	22/8	37/1
	Barley	-	-	-	-	26/8	36/6	-	-	-	36/9	-	-	-	39/1
	Oats	-	-	-	-	16/11-17/2	26/3	-	-	12/9-13/2	25/10	-	-	10/4-10/10	28/

- PHILADELPHIA; 1839.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	9 % prem.	£. sterl.		8½ % prem.	£. sterl.		9 % prem.	£. sterl.	
-	s. d. s. d.	s. d.	-	s. d. s. d.	s. d.	-	s. d. s. d.	s. d.	
-	54/1-55/1	66/6	-	53/6-54/8	68/4	-	44/3-46/10	67/5	
-	36/	39/4	-	36/3	40/2	-	35/4-36/	42/7	
-	29/6	36/7	-	28/8-28/10	38/5	-	27/	37/8	
-	16/5-16/9	23/7	-	18/9	24/2	-	19/8-20/6	25/6	
-	54/5-55/	66/2	-	52/8-53/6	69/	-	44/3-45/10	67/	
-	36/3	39/6	-	36/3	40/2	-	32/9-35/4	40/1	
-	28/10-29/8	37/	-	28/8	37/11	-	27/	37/11	
-	16/10-19/5	23/9	-	18/8	24/11	-	20/6	25/9	
-	The same as preceding week.	-	-	51/8-52/5	68/6	-	42/4-44/	66/	
-			-	36/	40/6	-	31/-32/7	38/11	
-			-	27/4-28/6	37/10	-	26/10	37/3	
-			-	18/8	25/1	-	19/7-20/4	26/6	
-	54/8-55/	70/4	-	46/10-47/10	68/3	-	42/7-43/7	66/	
-	36/5	38/4	-	36/-36/10	39/2	-	29/6-30/6	42/4	
-	29/	39/3	-	27/4	37/5	-	27/	37/2	
-	18/10-19/10	24/2	-	18/8	25/6	-	19/8	26/7	
October.			November.			December.			* The great rise in the rate of exchange is in consequence of the suspension of specie payments.
		£. sterl.			£. sterl.			£. sterl.	
10 % prem.			18 % prem.			18 % prem.			
s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.		
-	35/7-36/6	68/2	-	34/-35/5	65/3	-	34/-35/8	64/2	
-	22/8	36/11	-	21/7	35/	-	21/3	37/3	
-	36/6	39/5	-	32/5	40/1	-	31/5	39/	
-	10/4	25/11	-	10/1	25/2	-	9/10	24/	
No variation throughout the month.			No variation throughout the month.			No variation throughout the month.			
									Philadelphia, 31 December 1839.
									Henry Beckett,
									Pro Consul.

BOSTON; 1839.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	s. d.	s. d.	£. sterl.	s. d. s. d.	s. d. s. d.	£. sterl.			£. sterl.
1st Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— 32/4 34/2-36/ 19/9	— 29/9 32/2-34/ 18/2	— 50/5 37/1 26/	— 32/4-34/2 34/2-36/ 19/9-21/7	— 29/9-32/2 32/2-34/ 18/2-19/11	— 46/5 39/11 25/5	-	The same as preceding week.	-
2d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— 34/2 36/ 18/-18/2	— 32/2 34/ 16/6-19/9	— 50/4 39/1 25/10	-	The same as preceding week.	— 46/11 39/1 24/11	-	- ditto -	-
3d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— 34/2 34/2-36/ 18/-19/9	— 32/2 32/2-34/ 16/6-18/2	— 50/9 41/ 25/11	-	- ditto -	-	s. d. — 34/2 34/2-36/3 19/9-21/7	s. d. — 32/2 32/2-34/ 18/2-19/10	s. d. — 36/7 36/6 22/11
4th Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— 34/2 34/2-36/ 18/-19/9	— 32/2 32/2-34/ 16/6-18/2	— 47/9 41/1 26/2	— 34/2 32/2-34/ 19/9-21/7	— 32/2 34/ 18/2-19/10	— 40/7 36/8 23/8	— 34/2 34/2-36/1 19/9-21/7	— 32/2 32/2-34/ 18/2-19/10	— 38/7 36/6 22/11
	† July.			August.			September.		
					\$ 4. 84.	£. sterl.		\$ 4. 84.	£. sterl.
1st Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	s. d. s. d. — 26/5-28/9 12/3-18/2	s. d. — 40/6 26/
2d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— — — —	— — — —	— — — —	— — — —	s. d. s. d. — 29/9-33/ 11/7-16/6	s. d. — 46/10 25/11	— — — —	— 26/5-28/9 12/3-18/2	— 37/8 25/11
3d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— — — —	— — — —	— — — —	— — — —	— 26/5-29/9 11/7-17/2	— 44/9 26/1	— — — —	— 26/3-28/6 13/1-18/	— 37/1 0 26/1
4th Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— 26/3-28/6 13/1-17/8	— 37/1 28/

BOSTON; 1839.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
									The Returns for this quarter have not been received.
									Boston, 31 March 1839. R. C. Manners, Y. Consul.
October.			November.			December.			
	\$ 4. 86. per £. sterl. s. d. s. d.	£. sterl. s. d.							
- -	—	—	No Wheat grown.						
- -	24/8-26/4	36/11							
- -	None.	—							
- -	11/2-14/1	25/11							The above may be considered as the average prices of the quarter.
									Boston, 31 December 1839. T. C. Grattan, Consul.

BALTIMORE; 1839:

ARTICLES.	January.			February.			March.			
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
		9½ % prem.	£. sterl.			£. sterl.			£. sterl.	
1st Week.	Wheat - - -	s. s. d. 54/-64/1	s. d. s. d. 49/4-58/6	s. d. 77/8	s. d. s. d. 61/2-66/7	s. d. s. d. 55/10-60/9	s. d. 74/7	s. d. s. 57/7-63/	s. d. s. d. 52/8-57/8	s. d. 71/5
	Rye - - -	32/5-33/11	29/7-30/10	50/5	36/-37/1	32/10-33/11	46/5	36/-37/9	32/11-34/7	39/11
	Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
	Oats - - -	15/6-15/11	14/1-14/5	26/	17/3	15/9	25/5	14/5-15/9	13/2-13/6	23/6
2d Week.	Wheat - - -	- - - { The same as preceding week.	- - - {	64/9-66/7	59/3-60/9	71/9	57/7-61/2	52/7-55/10	71/9	
	Rye - - -			36/-37/1	32/10-33/11	46/11	36/	32/10	41/2	
	Barley - - -			- - -	- - -	- - -	- - -	- - -	- - -	
	Oats - - -			17/3	15/9	24/11	15/1-15/6	13/9-14/2	23/7	
3d Week.	Wheat - - -	61/2-66/7	55/10-60/9	78/10	65/1-68/5	59/7-62/7	69/3	54/10-55/9	50/11-51/11	69/
	Rye - - -	34/2-36/	21/2-22/10	50/9	36/-37/1	32/11-33/11	43/2	33/1-34/2	30/2-31/2	36/7
	Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
	Oats - - -	18/	16/7	25/11	17/3-18/	15/10-16/7	24/5	15/1-15/6	13/9-14/2	23/5
4th Week.	Wheat - - -	61/2-64/9	55/10-59/2	76/9	63/-64/9	58/-59/5	69/7	- - - { The same as preceding week.	- - - {	-
	Rye - - -	36/8-37/1	33/6-33/11	47/9	36/-37/9	33/-34/8	40/7			
	Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -			
	Oats - - -	17/3	15/9	26/2	14/5	13/2	23/8			
		† July.			August.			September.		
1st Week.	Wheat - - -									
	Rye - - -									
	Barley - - -									
	Oats - - -									
2d Week.	Wheat - - -									
	Rye - - -									
	Barley - - -									
	Oats - - -									
3d Week.	Wheat - - -									
	Rye - - -									
	Barley - - -									
	Oats - - -									
4th Week.	Wheat - - -									
	Rye - - -									
	Barley - - -									
	Oats - - -									

The Returns for this quarter have not been received.

The Returns for this quarter have not been received.

BALTIMORE; 1839.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
The Returns for this quarter have not been received.									Baltimore, 31 March 1889. <i>Jno. M'Tavish,</i> Consul
October.			November.			December.			
The Returns for this quarter have not been received.									

NORFOLK; 1839. - - - - -

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	<i>s. d.</i>	<i>9 % prem.</i> <i>s. d.</i>	<i>£. sterl.</i> <i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>£. sterl.</i> <i>s. d.</i>	<i>s.</i>	<i>s. d.</i>	<i>£. sterl.</i> <i>s. d.</i>
1st Week. { Wheat . . . Rye . . . Barley . . . Oats . . .	59/4	54/6	77/8	59/4	54/6	74/7	54/	49/7	71/5
2d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
3d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
4th Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
The above are the average prices for each month.									
	† July,			August.			September.		
1st Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
2d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
3d Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
4th Week. { Wheat . . . Rye . . . Barley . . . Oats . . .									
The Returns for this quarter have not been received.									

NORFOLK; 1839.

April.			May.			June. †			REMARKS.			
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.				
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of					
-	-	-	-	-	-	s. d. 48/7	s. d. 44/7	£. sterl. s. d. 67/5				
The above are the only prices given during this quarter									The stock of Flour is abundant, and large quantities are being shipped to Great Britain. The prices are kept up owing to the demand from foreign markets. Freight to England from 3 s. 9 d. to 4 s. per barrel. Norfolk, 30 June 1839. J. V. Gray, Consul.			
October.			November.			December.			REMARKS.			
-	9% prem.	£. sterl.	-	-	-	-	-	-				
	s. d.	s. d.								s. d.	s. d.	s. d.
	39/8-43/2	68/2								36/4-39/7	65/3	
-	-	-	-	-	None.							
No variation throughout the quarter.									Large supplies of Flour and Corn on hand, and considerable quantities of the former have been shipped to Great Britain. Norfolk, 31 December 1839. Willm Gray, Consul.			

PORTSMOUTH (N. H.); 1839.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		9½ % prem.	£. sterl.		9½ % prem.	£. sterl.		9 % prem.	£. sterl.
1st Week. { Wheat - - - - -	- - - - -	s. d. 59/2	s. d. 77/8	- - - - -	s. d. 60/9-62/5	s. d. 74/7	- - - - -	s. d. 62/9	s. d. 71/5
1st Week. { Rye - - - - -	- - - - -	37/10	50/5	- - - - -	37/10-39/	46/5	- - - - -	37/11-39/8	39/11
1st Week. { Barley - - - - -	- - - - -	37/	37/1	- - - - -	37/10	39/11	- - - - -	37/2-37/11	37/7
1st Week. { Oats - - - - -	- - - - -	16/5	26/	- - - - -	16/5	25/5	- - - - -	16/6	23/6
2d Week. { Wheat - - - - -	- - - - -	59/2-60/9	79/	- - - - -	60/9-62/5	71/9	- - - - -	62/10	71/9
2d Week. { Rye - - - - -	- - - - -	37/-37/10	50/4	- - - - -	39/	46/11	- - - - -	39/9	41/2
2d Week. { Barley - - - - -	- - - - -	37/	39/1	- - - - -	37/10	39/1	- - - - -	37/2-37/11	38/1
2d Week. { Oats - - - - -	- - - - -	16/5-18/1	25/10	- - - - -	16/5	24/11	- - - - -	15/1-16/6	23/7
3d Week. { Wheat - - - - -	- - - - -	59/3-60/11	78/10	- - - - -	62/5	69/3	- - - - -	59/9-61/4	69/
3d Week. { Rye - - - - -	- - - - -	37/11-38/5	50/9	- - - - -	39/5	43/2	- - - - -	38/3-39/11	36/7
3d Week. { Barley - - - - -	- - - - -	37/	41/	- - - - -	37/10	37/4	- - - - -	37/5-38/3	36/11
3d Week. { Oats - - - - -	- - - - -	16/6-18/1	25/11	- - - - -	16/5-18/1	24/5	- - - - -	14/11-16/7	23/5
4th Week. { Wheat - - - - -	- - - - -	60/9	76/9	- - - - -	62/9	69/7	- - - - -	61/1	66/9
4th Week. { Rye - - - - -	- - - - -	37/10-39/1	47/9	- - - - -	39/8	40/7	- - - - -	38/-39/3	38/7
4th Week. { Barley - - - - -	- - - - -	37/-37/10	41/1	- - - - -	37/11	36/8	- - - - -	38/	36/6
4th Week. { Oats - - - - -	- - - - -	16/5-18/1	26/2	- - - - -	16/6	23/8	- - - - -	16/6	22/11
	† July.			August.			September.		
1st Week. { Wheat - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
1st Week. { Rye - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
1st Week. { Barley - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
1st Week. { Oats - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
2d Week. { Wheat - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
2d Week. { Rye - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
2d Week. { Barley - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
2d Week. { Oats - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
The Returns for this quarter have not been received.									
3d Week. { Wheat - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
3d Week. { Rye - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
3d Week. { Barley - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
3d Week. { Oats - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
4th Week. { Wheat - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
4th Week. { Rye - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
4th Week. { Barley - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
4th Week. { Oats - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

PORTSMOUTH (N.H.); 1839.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	9½ % prem.	£. sterl.		8½ % prem.	£. sterl.		9½ % prem.	£. sterl.	<p>The stock of Wheat and Corn is light, and the granaries are not so well supplied with southern Grain and Flour as usual.</p> <p>The season has been very unpropitious for Corn, and what there is looks very yellow.</p> <p>Portsmouth (N. H.), 30 June 1839.</p> <p>Jos. T. Sherwood, Consul.</p>
-	s. d. s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
-	57/6-59/2	66/6	-	58/2	68/4	-	62/8	67/5	
-	39/6-41/1	39/4	-	39/6-39/11	40/2	-	37/11	42/7	
-	37/10	36/7	-	35/5	38/5	-	37/1	37/8	
-	16/5	23/7	-	16/8	24/2	-	14/10-16/6	25/6	
-	59/2	66/2	-	59/11-61/7	69/	-	51/9-59/5	67/	
-	41/1	39/6	-	39/11	40/2	-	37/2	40/1	
-	37/10	37/	-	35/5	37/11	-	37/2	37/11	
-	16/5	23/9	-	16/8	24/11	-	14/10-16/6	25/9	
-	57/9-59/5	68/10	-	59/11-64/8	68/6	-	57/8	66/	
-	39/7-41/3	38/5	-	39/11	40/6	-	36/3-37/1	38/11	
-	37/11	38/	-	35/5-37/5	37/10	-	36/3	37/3	
-	16/6	24/1	-	16/8-18/4	25/1	-	16/6	26/6	
-	58/2	70/4	-	64/4-66/	68/3	-	55/10-57/5	66/	
-	39/11-41/7	38/4	-	39/3-39/8	39/2	-	36/2	42/4	
-	33/3-35/4	38/10	-	37/2	37/5	-	36/2	37/2	
-	16/8	24/5	-	18/2	25/6	-	14/9-16/5	26/7	
October.			November.			December.			<p>There has been little or no variation of prices during this quarter.</p> <p>Portsmouth (N. H.), 31 December 1839.</p> <p>J. T. Sherwood, Consul.</p>
	9 % prem.	£. sterl.		5½ % prem.	£. sterl.		6 % prem.	£. sterl.	
-	s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
-	52/9	68/2	-	57/11	64/4	-	57/11	64/2	
-	28/10-29/4	36/11	-	32/4	36/7	-	30/6	37/3	
-	29/4-33/	39/5	-	32/4-34/1	40/	-	29/-30/6	39/	
-	14/10-16/6	25/11	-	17/	24/11	-	15/3-16/11	24/10	
No variation throughout either of the above months.									

NEW YORK; 1840.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	<i>s. d.</i>	<i>9 per cent. premium on England. s. d.</i>	<i>£. sterl. s. d.</i>	<i>s. d.</i>	<i>8 per cent. prem. s. d.</i>	<i>£. sterl. s. d.</i>	<i>s. d.</i>	<i>8 per cent. prem. s. d.</i>	<i>£. sterl. s. d.</i>
1st Week. { Wheat - - -	- - -	- - -	- - -	43/11	43/2	62/11	39/7	38/6	64/10
1st Week. { Rye - - -	24/8	22/6	35/7	24/10	23/9	36/6	23/5	20/10	36/1
1st Week. { Barley - - -	24/10	22/7	38/3	25/2	24/1	37/1	23/5	20/2	37/9
1st Week. { Oats - - -	13/2	12/	23/5	13/8	12/7	23/3	11/2	10/1	24/5
2d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
The above are the average prices for each of the months.									
	† July.			August.			September.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
	<i>s. d.</i>	<i>7 per cent. prem. s. d.</i>	<i>£. sterl. s. d.</i>	<i>s. d. s. d.</i>	<i>6 ½ per cent. prem. s. s. d.</i>	<i>£. sterl. s. d.</i>	<i>s. s. d.</i>	<i>7 ¼ per cent. prem. s. d. s. d.</i>	<i>£. sterl. s. d.</i>
1st Week. { Wheat - - -	36/	34/6	66/4	40/6-41/5	38/-38/11	70/7	36/-37/9	33/5-35/1	66/9
1st Week. { Rye - - -	20/6	18/8	34/2	22/6	21/	36/1	22/6	21/	37/4
1st Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1st Week. { Oats - - -	12/7	11/2	27/7	8/9	8/2	29/1	15/2	12/7	29/7
2d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
3d Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Wheat - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Barley - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4th Week. { Oats - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
The above are the average prices for each month.									

NEW YORK; 1840.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English,	
at par of	at current rate of Exchange of	for same period.	at par of	at current rate of Exchange of	for same period.	at par of	at current rate of Exchange of	for same period.	
<i>s. d.</i>	<i>s. d.</i>	<i>£. sterl.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>£. sterl.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>£. sterl.</i>	1st and 2d Quarters. Nil.
39/7	37/5	66/5	37/9	36/4	66/	36/8	34/11	65/	
20/6	19/10	36/2	20/1	19/5	35/7	18/8	18/4	38/	
18/9	18/	38/9	—	—	—	—	—	—	
11/2	10/5	24/	11/10	10/10	26/	11/1	10/9	27/	
The above are the average prices for each of the months.									
									New York, 30 June 1840. J. Buchannan, Consul.
October.			November.			December.			3d and 4th Quarters. Nil.
<i>s. d. s. d.</i>		<i>£. sterl.</i>	<i>s. d. s. d.</i>		<i>£. sterl.</i>	<i>s. d. s. d.</i>		<i>£. sterl.</i>	
34/7-37/6		62/	31/9-34/5		34/8	31/9-34/5		34/8	
22/		34/8	20/3		35/4	20/3		35/4	
22/5		23/	20/8		23/	20/8		23/	
14/5		13/4	13/4			13/4			
The above are the average prices for this month.									No Return for these months.
									New York, 30 December 1840 J. Buchannan, Consul.

PHILADELPHIA; 1840.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		17 % prem.	£. sterl.		15 % prem.	£. sterl.		16 % prem.	£. sterl.
1st Week. { Wheat - -	s. d. s. d. 40/6-41/6	s. d. s. d. 33/8-34/5	s. d. 63/10	s. d. s. d. 40/6-41/9	s. d. s. d. 34/5-35/7	s. d. 62/11	s. d. s. d. 37/6-38/6	s. d. s. d. 31/6-32/4	s. d. 64/10
1st Week. { Rye - -	24/2-25/3	20/1-21/	35/7	23/6	20/	36/6	19/9-21/7	6/7-18/2	36/1
1st Week. { Barley - -	57/	22/5	38/3	25/3	21/6	37/1	23/6-25/3	19/9-21/3	37/9
1st Week. { Oats - -	12/	10/	23/5	12/7	10/9	23/3	10/-11/3	8/5-9/6	24/5
2d Week. { Wheat - -	41/6	34/10	63/11	40/6	34/	63/3	36/-37/6	30/7-31/11	66/1
2d Week. { Rye - -	25/3	21/3	38/3	23/6	19/9	35/4	19/9	16/9	35/5
2d Week. { Barley - -	27/	22/8	38/5	25/3	21/3	37/1	23/6	20/	37/9
2d Week. { Oats - -	12/-12/7	10/1-10/7	23/1	12/-12/7	10/1-10/7	23/5	9/6-10/	8/1-8/6	24/11
3d Week. { Wheat - -	41/6	35/4	63/4	39/6-40/6	33/7-34/5	63/10	36/-36/9	30/7-31/3	67/1
3d Week. { Rye - -	23/6-25/3	20/6-21/6	36/8	21/7-22/6	18/4-19/2	34/11	18/-19/9	15/4-16/9	37/6
3d Week. { Barley - -	25/3-27/	21/6-23/	38/4	25/3	21/6	37/2	21/7-23/6	18/4-20/	38/4
3d Week. { Oats - -	12/7	10/9	22/9	11/3-12/	9/7-10/2	23/6	9/6	8/1	25/3
4th Week. { Wheat - -	41/6-41/9	35/8-35/11	63/2	38/3-39/6	32/6-33/7	64/3	36/	31/	66/11
4th Week. { Rye - -	23/6	20/3	36/11	21/7	18/4	37/4	16/6-17/3	14/2-14/10	35/
4th Week. { Barley - -	25/3	21/9	37/10	25/3	21/6	37/2	21/6	18/6	38/6
4th Week. { Oats - -	12/7	10/10	23/1	11/3	9/7	23/9	9/6	8/2	25/2
	† July.			August.			September.		
		11 % prem.	£. sterl.		10 % prem.	£. sterl.		10 % prem.	£. sterl.
1st Week. { Wheat - -	s. s. d. 36/-36/4	s. d. s. d. 32/-32/4	s. d. 66/4	s. d. s. d. 39/7-41/3	s. d. s. d. 35/7-37/1	s. d. 70/7	s. d. s. d. 38/10-40/6	s. d. s. d. 34/11-36/6	s. d. 66/9
1st Week. { Rye - -	18/-18/9	16/-16/8	34/2	21/7-22/6	19/5-20/3	36/1	23/	20/8	37/4
1st Week. { Barley - -	-	-	-	-	-	-	-	-	-
1st Week. { Oats - -	10/	8/11	27/7	10/9-11/2	9/8-10/1	29/1	11/2	10/1	29/7
2d Week. { Wheat - -	36/9-37/6	33/1-33/9	67/4	41/3-41/9	37/1-37/7	70/1	38/10	34/11	63/4
2d Week. { Rye - -	18/-19/6	16/11-17/7	34/11	22/6	20/3	38/9	23/	20/8	38/5
2d Week. { Barley - -	-	-	-	-	-	-	-	-	-
2d Week. { Oats - -	10/-10/6	9/-9/6	27/4	11/2	10/1	29/6	11/2	10/1	29/7
3d Week. { Wheat - -	37/6-38/6	33/9-34/8	69/1	41/9-42/9	37/2-38/	70/4	} - - { The same as preceding week. }		
3d Week. { Rye - -	19/6-21/7	17/7-19/5	35/6	22/6	20/	37/9			
3d Week. { Barley - -	-	-	-	-	-	-			
3d Week. { Oats - -	10/9-11/2	9/8-10/1	28/	11/2	9/11	29/7			
4th Week. { Wheat - -	38/6	34/8	69/8	40/6-41/9	36/-37/2	70/1	38/10-39/3	34/7-34/11	62/1
4th Week. { Rye - -	21/7	19/5	34/10	22/6-23/	20/-20/6	38/2	23/-23/6	20/6-20/11	36/5
4th Week. { Barley - -	-	-	-	-	-	-	-	-	-
4th Week. { Oats - -	11/2	10/1	28/7	19/9	17/7	29/8	11/2	9/11	24/1

PHILADELPHIA; 1840.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 3 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	14 % prem.	£. sterl.		14 % prem.	£. sterl.		13 % prem.	£. sterl.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d. s. d.	s. d. s. d.	s. d.	1st and 2d Quarters.
36/ 16/6-18/ 21/6 9/6-10/	31/ 14/2-15/6 18/6 8/2-8/7	66/5 36/2 38/9 24/	36/ 18/-18/9 18/ 10/-10/6	31/ 15/6-16/2 15/6 8/7-9/	66/ 35/7 37/4 26/	32/6-34/3 18/ — 9/4-10/	28/3-29/9 15/8 — 8/1-8/8	65/ 38/ — 27/	Nil.
36/-37/ 18/ 21/6 10/	31/4-32/2 15/8 18/9 8/8	66/9 35/10 38/8 24/5	32/6-33/10 18/ 19/9 10/	28/-29/1 15/6 17/ 8/7	66/5 36/ 37/3 26/8	35/-36/ 18/ — 10/6-10/9	30/10-31/8 15/10 — 9/3-9/6	65/6 35/11 — 26/8	
37/ 18/ 21/6 10/-10/9	32/2 15/8 18/9 8/8-9/4	67/4 37/ 39/6 24/4	32/6 18/ — 10/	28/ 15/6 — 8/7	65/11 36/ 36/1 26/5	36/ 18/ — 10/9	31/4 15/8 — 9/5	65/3 35/6 — 27/6	
36/-37/ 18/ 19/9-21/6 10/9	31/4-32/2 15/8 17/2-18/9 9/4	66/5 36/2 38/8 24/6	The same as preceding week.			35/-36/ 18/ — 10/-10/6	30/10-31/8 15/10 — 8/10-9/3	65/6 36/1 — 27/1	Philadelphia, 30 June 1840. Willm Peter, Consul.
October.			November.			December.			3d and 4th Quarters. Nil. <

BOSTON; 1840.

ARTICLES.	January.			February.			March.		
	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
	at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
		\$4. 86. per £. sterl.	£. sterl.		\$4. 84.	£. sterl.		\$4. 80.	£. sterl.
		s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.
1st Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	23/-26/4	35/7	-	23/5-26/9	36/6	-	23/4-26/8	36/1
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	10/10-14/10	23/5	-	13/4-15/1	23/3	-	12/4-16/	24/5
2d Week. { Wheat . . .	-	-	-	-	-	-	-	The same	-
{ Rye . . .	-	23/4-26/8	38/3	-	23/2-26/6	35/4	-	as	-
{ Barley . . .	-	-	-	-	-	-	-	preceding	-
{ Oats . . .	-	11/-15/	23/1	-	13/3-14/11	23/5	-	week.	-
3d Week. { Wheat . . .	-	-	-	-	The same	-	-	-	-
{ Rye . . .	-	23/6-26/10	36/8	-	as	-	-	ditto	-
{ Barley . . .	-	-	-	-	preceding	-	-	-	-
{ Oats . . .	-	13/5-15/1	22/9	-	week.	-	-	-	-
4th Week. { Wheat . . .	-	The same	-	-	- ditto	-	-	- ditto	-
{ Rye . . .	-	as	-	-	-	-	-	-	-
{ Barley . . .	-	preceding	-	-	-	-	-	-	-
{ Oats . . .	-	week.	-	-	-	-	-	-	-
	† July.			August.			September.		
		\$4. 81. per £. sterl.	£. sterl.		\$4. 76.	£. sterl.		\$4. 76.	£. sterl.
		s. d. s. d.	s. d.		s. d. s. d.	s. d.		s. d. s. d.	s. d.
1st Week. { Wheat . . .	-	-	-	-	-	-	-	-	-
{ Rye . . .	-	18/6-20/2	34/2	-	18/6-20/2	36/1	-	17/10-20/2	37/4
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	9/5-13/9	27/7	-	10/1-14/5	29/1	-	8/5-12/9	29/7
2d Week. { Wheat . . .	-	The same	-	-	The same	-	-	19/6-22/10	38/5
{ Rye . . .	-	as	-	-	as	-	-	8/5-12/9	27/9
{ Barley . . .	-	preceding	-	-	preceding	-	-	-	-
{ Oats . . .	-	week.	-	-	week.	-	-	-	-
3d Week. { Wheat . . .	-	-	-	-	ditto	-	-	18/5-22/5	38/5
{ Rye . . .	-	16/10-19/2	35/6	-	-	-	-	9/4-13/4	25/
{ Barley . . .	-	-	-	-	-	-	-	-	-
{ Oats . . .	-	11/9-14/9	28/	-	-	-	-	-	-
4th Week. { Wheat . . .	-	The same	-	-	17/10-20/2	38/2	-	The same	-
{ Rye . . .	-	as	-	-	8/5-12/9	29/8	-	as	-
{ Barley . . .	-	preceding	-	-	-	-	-	preceding	-
{ Oats . . .	-	week.	-	-	-	-	-	week.	-

BOSTON; 1840.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
	\$ 4. 80. s. d. s. d.	£. sterl. s. d.		\$ 4. 80. s. d. s. d.	£. sterl. s. d.		\$ 4. 80. s. d. s. d.	£. sterl. s. d.	
- -	23/4-26/8	36/2	- -	20/-21/8	35/7	- -	19/4-20/	38/	1st and 2d Quarters. Nil.
- -	11/8-13/4	24/	- -	11/8-14/	26/	- -	10/4-13/4	27/	
- -	The same as preceding week.	- -	- -	18/4-20/	36/	- -	18/10-19/6	35/11	
- -		- -	- -	11/-13/8	26/8	- -	10/5-13/5	26/8	
- -	- ditto -	- -	- -	The same as preceding week.	- -	- -	The same as preceding week.	- -	Boston, 30 June 1840. T. C. Grattan, Consul.
- -	- ditto -	- -	- -		- ditto -	- -		- -	
							10/5-13/5	27/1	
October.			November.			December.			
- -	16/8-20/	34/8	- -	The same as preceding week.	- -	- -	The same as preceding week.	- -	
- -	9/4-14/8	23/	- -		- -	- -		- -	
- -	The same as preceding week.	- -	- -	s. d. s. d.	s. d.	- -	s. d. s. d.	s. d.	
- -		- -	- -	16/7-19/11	34/7	- -	16/6-19/10	33/3	
- -	- ditto -	- -	- -	9/3-14/7	21/4	- -	9/3-14/6	21/3	
- -	The same as preceding week.	- -	- -	The same as preceding week.	- -	- -	16/6-19/10	31/10	Boston, 31 December 1840 T. C. Grattan, Consul.
- -		- -	- -		- -	- ditto -	- -	- -	
- -	16/6-19/10	35/11	- -	- -	- -	- -	The same as preceding week.	- -	
- -	9/3-14/6	21/9	- -			- -		- -	

BALTIMORE; 1840. - - - - -

ARTICLES.				January.			February.			March.								
				Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.						
				at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Excl ange of							
				<i>£. sterl.</i>			<i>£. sterl.</i>			<i>£. sterl.</i>								
1st Week.				<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>				<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>						
{ Wheat - - -				28/9-41/4	25/1-36/1	63/10	{	The same as preceding week.	{	32/5-40/4	28/8-35/8	64/10						
{ Rye - - -				20/2-20/10	17/6-18/2	35/7				18/	15/11	36/1						
{ Barley - - -				-	-	-				-	-	-						
{ Oats - - -				12/7	11/	23/5				9/4-9/8	8/3-8/7	24/2						
2d Week.				The same as preceding week.														
{ Wheat - - -				{	{	<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>	{	{	{	{						
{ Rye - - -						37/9-39/7	33/5-35/	63/3										
{ Barley - - -						24/5-25/2	21/10-22/6	35/4										
{ Oats - - -						12/7-13/3	11/-11/8	23/5										
3d Week.				The same as preceding week.						No variation throughout the month.								
{ Wheat - - -				28/9-39/7	25/8-35/4	63/4	{	{	{	{	{	{						
{ Rye - - -				23/4-25/2	20/10-22/6	36/8												
{ Barley - - -				-	-	-												
{ Oats - - -				13/3-14/4	11/10-12/9	22/9												
4th Week.																		
{ Wheat - - -				39/7-40/4	35/4-36/	63/2	{	{	{	{	{	{						
{ Rye - - -				24/5-25/2	21/10-22/6	36/11												
{ Barley - - -				-	-	-												
{ Oats - - -				13/3-14/4	11/10-12/9	23/1												
							36/-41/4	31/10-36/7	64/3									
							21/7	19/1	37/4									
							9/	7/11	23/9									
				† July.			August.			September.								
				<i>£. sterl.</i>			<i>£. sterl.</i>			<i>£. sterl.</i>								
1st Week.				<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>	<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>	{	{	{						
{ Wheat - - -				30/7-38/6	27/7-34/8	66/4	28/9-42/5	26/6-39/	70/7									
{ Rye - - -				16/6-18/	14/10-16/2	34/2	19/9-21/7	18/2-19/10	36/1									
{ Barley - - -				-	-	-	-	-	-									
{ Oats - - -				8/7-9/	7/9-8/1	27/7	8/3-9/4	7/7-8/7	29/1	{	{	{						
2d Week.				The same as preceding week.			The same as preceding week.						{	{	{			
{ Wheat - - -				{	{	{	{	{	{							{	{	
{ Rye - - -																		
{ Barley - - -																		
{ Oats - - -																		
3d Week.				ditto			28/9-41/9	26/6-38/3	70/4	<i>s. d. s. d.</i>	<i>s. d. s. d.</i>	<i>s. d.</i>						
{ Wheat - - -				{	{	{	{	{	{	{	{	{						
{ Rye - - -													21/7-23/4	19/10-21/5	37/9	28/10-43/2	26/8-40/	62/2
{ Barley - - -													-	-	-	21/7-23/5	20/-21/8	38/5
{ Oats - - -													9/4-9/8	8/7-8/11	29/7	9/8	9/	25/
4th Week.							28/9-40/3	26/6-37/	70/1	25/2-43/2	23/1-39/7	62/1						
{ Wheat - - -				38/10-41/9	35/8-38/3	69/8	21/7-23/4	19/10-21/5	38/2	21/7-23/5	20/-21/8	36/1						
{ Rye - - -				18/-19/9	16/6-18/2	34/10	-	-	-	-	-	-						
{ Barley - - -				-	-	-	9/8-10/1	8/11-9/2	29/8	9/8-10/1	8/11-9/3	24/1						
{ Oats - - -				8/7-9/	7/9-8/1	28/7												

NORFOLK; 1840.

ARTICLES.		January.			February.			March.			
		Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
1st Week.			10% prem.	£. sterl.		10% prem.	£. sterl.		10% prem.	£. sterl.	
{ Wheat		-	s.	s. d.	-	s. d. s.	s. d.	-	s. d.	s. d.	
{ Rye		-	36/	63/10	-	35/4-36/	62/11	-	35/4	64/10	
{ Barley		-	-	-	-	Not grown.		-			
{ Oats		-	-	-	-			-			
2d Week.											
{ Wheat		-									
{ Rye		-									
{ Barley		-									
{ Oats		-									
3d Week.											
{ Wheat		-									
{ Rye		-									
{ Barley		-									
{ Oats		-									
4th Week.											
{ Wheat		-									
{ Rye		-									
{ Barley		-									
{ Oats		-									
			- The above are the average prices of Wheat for these months.								

NORFOLK; 1840.

April.			May.			June. †			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
-	12 ½ % prem. s. d. s. 20/5-24/	£. sterl. s. d. 66/5	-	12 ½ %. s. 24/	£. sterl. s. 66/	-	12 ½ %. s. 24/	£. sterl. s. 65/	Freights to Great Britain : Flour, 5s. to 6s. 3d. per barrel. Grain, 1s. 3d. per bushel. Rye, Barley and Oats are not grown within this Consulate.
The above are the average prices of Wheat for these months.									
Norfolk, 30 June 1840. W ^m Gray, Consul.									
October.			November.			December.			REMARKS.
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		
-	8 % prem. s. d. 33/3	£. sterl. s. 62/	-	8 %. s. s. d. 30/-33/3	£. sterl. s. d. 60/1	-	8 %. s. 30/	£. sterl. s. d. 57/9	The harvest has been very good, and the stocks on hand are large. But few shipments of grain are being made, and the stocks on hand are now very ample. Freights to Europe, for Flour, 3s. 6d. to 3s. 9d. per barrel.
The above are the average prices of Wheat for these months.									
Norfolk, 31 December 1840. W ^m Gray, Consul.									

PORTSMOUTH (N.H.); 1840.

ARTICLES.		January.			February.			March.		
		Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.
		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange of	
			9 % prem.	£. sterl.		6½ % prem.	£. sterl.		8 % prem.	£. sterl.
			s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1st Week.	Wheat	-	53/8	63/10	-	54/1	62/11	-	55/	64/10
	Rye	-	26/4	35/7	-	27/	36/6	-	29/3	36/1
	Barley	-	28/	38/3	-	30/5	37/1	-	30/	37/9
	Oats	-	13/2	23/5	-	16/11	23/3	-	15/3	24/5
2d Week.	Wheat	-	52/7	63/11	-	55/6	63/3	-	53/3	66/1
	Rye	-	25/3	38/3	-	30/3	35/4	-	26/7	35/5
	Barley	-	27/11	38/5	-	30/3	37/1	-	30/	37/9
	Oats	-	14/9	23/1	-	13/6	23/5	-	13/4	24/11
3d Week.	Wheat	-	53/1	63/4	-	56/8	63/10	-	55/	67/1
	Rye	-	26/7	36/8	-	31/8	34/11	-	26/7	37/6
	Barley	-	28/3	38/4	-	30/	37/2	-	28/4	38/4
	Oats	-	14/11	22/9	-	13/3	23/6	-	13/4	25/3
4th Week.	Wheat	-	57/	63/2	-	54/9	64/3	-	49/9	66/11
	Rye	-	28/7	36/11	-	29/11	37/4	-	26/7	35/
	Barley	-	28/7	37/10	-	29/11	37/2	-	28/3	38/6
	Oats	-	16/9	23/1	-	14/11	23/9	-	13/3	25/2
		† July.			August.			September.		
			6 % prem.	£. sterl.		6½ % prem.	£. sterl.		6½ % prem.	£. sterl.
			s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1st Week.	Wheat	-	45/8	66/4	-	47/5	70/7	-	45/1	66/9
	Rye	-	20/4	34/2	-	21/1	36/1	-	20/3	37/4
	Barley	-	21/2	33/7	-	22/10	32/	-	21/11	33/7
	Oats	-	12/9	27/7	-	12/8	29/1	-	12/8	29/4
2d Week.	Wheat	-	47/6	67/4	-	49/	70/1	-	45/3	63/4
	Rye	-	20/4	34/11	-	20/3	38/9	-	20/4	38/5
	Barley	-	21/2	32/10	-	21/11	31/4	-	21/2	34/2
	Oats	-	13/7	27/4	-	12/8	29/6	-	11/1	27/9
3d Week.	Wheat	-	47/6	69/1	-	47/6	70/4	-	45/3	62/4
	Rye	-	20/4	35/6	-	20/4	37/9	-	21/2	38/5
	Barley	-	22/10	31/8	-	21/2	32/4	-	21/2	35/
	Oats	-	12/9	28/	-	12/9	29/7	-	12/9	25/
4th Week.	Wheat	-	47/6	69/8	The same as preceding week.			-	44/10	62/1
	Rye	-	22/	34/10				-	20/1	36/
	Barley	-	22/10	33/8				-	20/1	35/
	Oats	-	12/9	28/7				-	12/7	24/

PORTSMOUTH (N. H.); 1840.

April.			May.			June. †			REMARKS,
Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	Price of Foreign Corn, per Winchester Quarter of 8 Bushels in Sterling.		Gazette price of English, for same period.	
at par of	at current rate of Exchange of		at par of	at current rate of Exchange of		at par of	at current rate of Exchange, of		
	7½ % prem.	£. sterl.			£. sterl.		8 % prem.	£. sterl.	
-	s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
-	50/3	66/15	-	51/11	66/	-	46/8	65/	
-	26/10	36/8	-	25/1	35/7	-	20/	38/	
-	26/10	38/9	-	28/5	37/4	-	21/8	35/8	
-	16/9	24/	-	14/	26/	-	12/6	27/	
-	50/3	66/9	-	44/5	66/5	-	46/8	65/6	
-	26/10	35/10	-	21/8	36/	-	20/	35/11	
-	26/10	38/8	-	26/7	37/3	-	20/	34/8	
-	13/4	24/5	-	13/4	26/8	-	12/6	26/8	
-	53/7	67/4	-	50/	65/11	-	47/6	65/3	
-	26/10	37/	-	23/3	36/	-	17/8	35/6	
-	28/5	39/6	-	25/	36/1	-	-	34/9	
-	13/4	24/9	-	12/6	26/5	-	12/8	27/6	
-	53/4	66/5	-	48/4	65/9	-	47/6	65/6	
-	26/7	36/2	-	22/9	36/1	-	18/11	36/1	
-	28/4	38/8	-	23/3	35/10	-	20/2	34/4	
-	15/	24/6	-	12/6	26/3	-	12/8	27/1	
October.			November.			December.			In southern Corn the markets have ex- perienced a decline. Flour still keeps up in price. Of Corn and Grain the produce of this Consulate, but little is brought to market; the granaries in the country, it is said, not having more than a sufficiency for the inhabitants. Portsmouth (N. H.). 30 June 1840. Jos. T. Sherwood, Consul.
	7½ % prem.	£. sterl.		8½ % prem.	£. sterl.		8 % prem.	£. sterl.	
-	s. d.	s. d.	-	s. d.	s. d.	-	s. d.	s. d.	
-	43/7	62/	-	41/7	60/1	-	41/8	57/9	
-	20/1	34/8	-	19/11	35/5	-	20/	33/10	
-	20/1	35/4	-	20/9	33/8	-	20/	31/7	
-	11/2	23/	-	11/1	22/	-	11/8	21/5	
-	44/5	61/3	-	37/5	60/	-	41/7	57/	
-	20/	36/1	-	19/11	34/7	-	19/11	33/3	
-	20/10	35/4	-	20/9	33/7	-	20/9	31/	
-	11/8	22/11	-	11/	21/4	-	11/1	21/3	
-	The same as preceding week.	-	-	37/6 20/ 20/ 11/8	59/9 34/7 33/6 21/3	-	The same as preceding week.	-	
-	ditto	-	-	41/8 20/ 20/10 11/8	58/1 33/9 32/6 21/6	-	41/8 20/ 21/11 11/8	58/2 32/5 31/4 20/9	

FOREIGN CORN.
(CONSULS' RETURNS.)

RETURNS of all Accounts that have been received
at the FOREIGN OFFICE from Her Majesty's
CONSULS ABROAD, relative to the Prices of
FOREIGN CORN, from 1834 to 1840.

(*Mr. Wadhouse.*)

*Ordered by The House of Commons, to be Printed,
7 & 8 June 1841.*

[*Price 8d.*]

378.

Under 12 oz.

WHEAT, CORN, &c.

RETURNS to several ORDERS of the Honourable The House of Commons, dated respectively 20, 24, and 27 May, and 8 June 1841;—for,

A RETURN (in continuation of the Statement, No. 84, of Session 1840) of the Number of Months in each Year during which the Monthly Average Prices of WHEAT in Great Britain have been at the Rates therein mentioned, from the passing of the Act 9 Geo. 4, c. 60 (July 1828), to the present Period.

STATEMENT of the Monthly Average Prices of WHEAT in Great Britain, from 1792 to 1804 inclusive, similar to that laid before Parliament this Session (No. 84), from 1828 to 1839, under the Operation of the present Law; showing also the extreme Range of Price in each of the Two Periods.

STATEMENT of the Highest Price of WHEAT in Great Britain in 1795, and the Lowest Price of Wheat in 1796.

STATEMENT of the Total Amount of BOUNTY paid under the Recommendation of the First Report on the High Price of Corn, viz. a Bounty of 20s. per Quarter on Wheat, and a proportional Bounty per Barrel on Flour, imported from the Southern Ports of Europe or from Africa, before the 31st day of August 1796, and of 15s. per Quarter from the other Ports of Europe and from America, reported by the Right honourable Dudley Ryder, 16th November 1795.

STATEMENT of the Total Amount of MONEY paid under the Extension of the Bounty to the Cargoes of all Ships which might then have been in the Ports of Great Britain, or which might arrive here previous to the passing of the Act, as recommended by the Second Report from the Select Committee on the present High Price of Corn, dated 8th December 1795, as far as the same can be conveniently made up.

STATEMENT of the ARTICLES which, by the First Report from the Committee on the Assize of Bread, &c. were deemed expedient to be given as Relief to the Poor in lieu of Bread, Flour, and Money; alleging "that they had heard, with great concern, that from the mistaken application of the Charity of Individuals, Flour and Bread had been in some parts of the Country delivered to the Poor at a reduced Price," reported by Lord Hawkesbury, February 10th, 1800.

COPY of that Part of the Examination of Mr. Claude Scott, Corn Merchant, before the same Committee (Appendix, No. 18), in answer to the Question, "What prospect is there of a Supply of Wheat from Foreign Countries?—A. The King of Prussia has already prohibited the export of all other Grain but Wheat; and it is apprehended that prohibition may be extended to Wheat, particularly in the event of a further Advance in the Prices of Great Britain, which might create an alarm in those Countries. The exportation of Corn is strictly prohibited from Holland, Flanders, and France. With respect to America, by the last advices which came yesterday, dated Philadelphia, 25th December last, and by previous advices, the Produce of the Crop in America exceeds that of any Year for the last Seven Years, but far short of what has been the Produce preceding that Period; the reason is the devastation committed by the Hessian Fly, which has discouraged the Growth of Wheat. The Prices of Flour, including all Charges of Freight, &c. would stand in about 90s. per Sack, and of Wheat about 100s. per Quarter."

STATEMENT of the Highest Price of WHEAT, Lady-day Quarter in 1801, Midsummer-day Quarter 1801, with the Extract annexed from the Cabinet of His Majesty the King of Prussia, signed "Frederic Wilhelm, September 1801," touching the expediency of imposing a Graduated Duty on the Export of Wheat from the Prussian Dominions at that time, viz. a Duty graduated in proportion to the Prices of Wheat in Great Britain; to be continued at the full Amount, if Prices continued high; if lower, to be regulated accordingly.

COPY of the EVIDENCE given by His Grace the Duke of Bedford, in the Appendix (B.) to the Report of the Committee appointed to consider of the present High Price of Provisions, dated the 22d day of May 1801, relating to an Invention made for taking off the outward Coat of the Grain of Wheat, and suggesting the great Advantage that would result to the Country from the establishment of Public Mills in different parts, for the purpose of manufacturing Flour for the use of the Poor.

STATEMENT of the Total Amount of WHEAT Exported to Great Britain from the Ports of Prussia, Germany, and Holland, in the Eight consecutive Years, commencing 1806 and ending 1813, and the Total Amount Imported into Great Britain from the same Ports in the Three consecutive Years, 1838, 1839, 1840; showing also the Annual Average of Quantity in each Period, and the Average of Price in each Period.

STATEMENT of the Total Amount of FOREIGN WHEAT Imported into Great Britain from 1793 to 1814, from all the Ports of Europe and America, and the Total Amount of Foreign Wheat and Flour Imported and brought into Home Consumption, from the passing of the Act of 1828 to 1840 inclusive; showing also the Rate of Duty levied per Quarter in the latter Period.

STATEMENT of the Average Price of WHEAT in Great Britain for Fifty Years, commencing 1790 and ending 1840; and the Average Price for Forty-six Years, excluding from the calculation the Years 1794–1795, 1800–1801, as Years of Famine.

(Mr. Wodehouse.)

AN ACCOUNT, showing the Quantity of FOREIGN WHEAT and WHEAT FLOUR Imported into the principal Ports of Great Britain; together with the Quantity entered for Home Consumption in the same Ports, and the Amount of Duty received thereon, in each Week, from the 5th day of January 1841 to the date of the latest Return; specifying also the Average Price for each Week, and the Rate of Duty chargeable on the Quantity entered for Home Consumption.

(Sir James Graham.)

A RETURN of the Quantities of WHEAT as purchased in the Market of London, with the Average Price thereof, in each Week, during the Months of July, August, and September, in the Years 1820, 1830, and 1840, as returned to the Inspector of Corn Returns:—Also, the General Average of the Kingdom for the like Period; and the Six Weeks' Average ending the 28th day of August 1840, exclusive of the London Market, with the Rate of Duty chargeable thereon, inclusive and exclusive of the said Market.

(Mr. Labouchere.)

A RETURN of the Difference in the Price of WHEAT in Great Britain in the Years 1812 and 1813, as compared with that of 1814 and 1815; and a like Return of the Prices of Provisions in the same Years, as shown by the Contract Prices at the Royal Hospital at Greenwich, in which two latter Years, viz. 1814 and 1815, according to the Report presented to Parliament by H. S. Chapman, Esq., Hand-loom Commissioner, appointed to the West Riding of Yorkshire in 1838, "it happened that Wheat was rather less dear, and that every other Article was at its height."

A RETURN of the Difference in the Average Price of WHEAT in the Years 1816, 1817, 1818, and 1819, as compared with the Highest Price stated, upon the same Authority, by Mr. Tooke, viz. 134s. as compared with 76s. 2d. 1816; 135s. compared with 94s. 1817; 83s. 8d. as compared with 100s. 1818; and 80s. as compared with 72s. 3d. 1819.

(Mr. Wodehouse.)

Ordered, by The House of Commons, to be Printed,

7 June 1841.

AN ACCOUNT, showing the Quantities of FOREIGN and COLONIAL WHEAT and WHEAT FLOUR, stated in Quarters, at day of December 1839 to the last day of April 1841; showing, also, the Quantity remaining in Warehouse at the end of on Foreign and Colonial Wheat respectively, and the Amount of Duty received in each Month.—(In continuation of

MONTHS.	Quantities of Wheat and Wheat Flour Imported.			Quantities of Wheat and Wheat Flour entered for Home Consumption.		
	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
1840 :	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>	<i>Qrs.</i>
January - - - - -	58,024	585	58,609	6,680	294	6,974
February - - - - -	69,003	556	69,559	9,982	591	10,573
March - - - - -	71,741	6	71,747	7,861	265	8,126
April - - - - -	257,554	1,265	258,819	137,868	1,265	139,133
May - - - - -	407,360	251	407,611	405,939	283	406,222
June - - - - -	322,668	8,104	330,772	179,769	8,120	187,889
July - - - - -	231,837	20,690	252,527	4,965	20,646	25,611
August - - - - -	320,508	17,096	337,604	412,496	16,993	429,489
September - - - - -	415,563	26,436	441,999	1,105,783	26,661	1,132,444
October - - - - -	36,695	11,305	48,000	9,958	7,583	17,541
November - - - - -	44,289	31,660	75,949	3,073	17,392	20,465
December - - - - -	49,240	30,766	80,006	3,191	13,708	16,899
TOTAL of the Year 1840 - -	2,284,482	148,720	2,433,202	2,287,565	113,801	2,401,366
1841 :						
January - - - - -	8,985	17,043	26,028	112	15,098	15,210
February - - - - -	15,812	9,771	25,583	317	12,219	12,536
March - - - - -	25,145	4,491	29,636	832	8,176	9,008
April - - - - -	104,192	2,725	106,917	80,053	7,416	87,469
TOTAL of the First Four Months of 1841 - -	154,134	34,030	188,164	81,314	42,909	124,223

Inspector-General's Office,
Custom-House, London,
4 June 1841.

STATEMENTS of the MONTHLY AVERAGE PRICES of WHEAT in Great Britain from 1792 to 1804 inclusive, similar to that laid before Parliament this Session (No. 84), from 1828 to 1839.

		Monthly Average, Wheat.			Monthly Average, Wheat.			Monthly Average, Wheat.
		<i>s.</i> <i>d.</i>			<i>s.</i> <i>d.</i>			<i>s.</i> <i>d.</i>
1792 :			1793 :			1794 :		
January - - -		41 6	January - - -		45 9	January - - -		48 6
February - - -		40 9	February - - -		45 8	February - - -		49 -
March - - -		39 9	March - - -		46 3	March - - -		49 8
April - - -		38 9	April - - -		48 4	April - - -		50 4
May - - -		37 9	May - - -		50 3	May - - -		50 7
June - - -		38 2	June - - -		50 3	June - - -		50 9
July - - -		38 4	July - - -		50 3	July - - -		51 1
August - - -		40 5	August - - -		50 1	August - - -		51 8
September - - -		42 10	September - - -		48 4	September - - -		50 9
October - - -		46 8	October - - -		46 2	October - - -		50 3
November - - -		47 9	November - - -		45 7	November - - -		51 11
December - - -		47 8	December - - -		46 11	December - - -		53 11

the Rate of 392 lbs. of Flour to each Quarter, that were imported and taken for Consumption, in each Month from the last each Month, the Monthly Average Price of Wheat according to the London Gazette, the Average Rate of Duty per Quarter *Parliamentary Paper, No. 84, Session 1840.*)

Quantities of Wheat and Wheat Flour remaining in Warehouse at the end of each Month.			Monthly Average Price of Wheat per Quarter, according to the London Gazette.	Average Rates of Duty paid per Quarter on the Quantities of Wheat entered for Home Consumption.		AMOUNT OF DUTY received on WHEAT AND WHEAT FLOUR.		
Foreign.	Colonial.	TOTAL.		Foreign.	Colonial.	Foreign.	Colonial.	TOTAL.
Qrs.	Qrs.	Qrs.	s. d.	s. d.	s. d.	£. s. d.	£. s. d.	£. s. d.
224,418	1,797	226,215	65 7	19 6	5 -	6,955 9 1	28 17 2	6,984 6 3
278,564	1,750	280,314	65 7	20 3	5 -	10,370 7 9	176 8 11	1,0546 16 8
337,838	1,491	339,329	68 4	18 8	5 -	7,938 2 9	26 1 4	7,964 4 1
448,117	1,491	449,608	68 10	15 -	- 6	106,981 6 11	38 1 -	107,019 7 11
438,534	1,459	439,993	67 11	13 10	- 6	291,469 9 4	8 7 1	291,477 16 5
568,508	1,444	569,952	67 7	16 11	5 -	156,994 4 10	249 14 6	157,243 19 4
785,616	1,489	787,105	70 4	16 -	- 6	4,355 1 -	621 1 4	4,976 2 4
686,552	1,592	688,144	71 9	2 11	- 6	61,633 4 8	507 1 2	62,140 5 10
9,595	1,453	11,048	64 6	3 11	- 6	227,270 4 6	858 18 7	228,129 3 1
29,694	5,219	34,913	62 9	19 4	5 -	9,482 3 10	2,457 - 5	11,939 4 3
63,623	16,465	80,088	61 1	20 4	5 -	3,144 19 2	4,817 19 6	7,962 18 8
102,845	36,563	139,408	59 11	20 3	5 -	3,232 9 1	3,969 7 6	7,201 16 7
-	-	-	-	-	-	889,827 2 11	13,758 18 6	903,586 1 5
109,325	36,866	146,191	61 1	14 7	4 10	87 17 2	4,228 15 1	4,316 12 3
121,803	34,114	155,917	62 2	20 7	4 10	325 6 4	3,578 12 11	3,903 19 3
144,318	30,344	174,662	64 -	18 2	4 8	758 3 7	2,362 9 7	3,120 13 2
161,686	25,678	187,364	63 9	22 9	5 -	91,872 13 -	2,225 4 10	94,097 17 10
-	-	-	-	-	-	93,044 - 1	12,395 2 5	105,439 2 6

William Irving,
Inspector-General of Imports
and Exports.

MONTHLY AVERAGE PRICES of WHEAT in Great Britain from 1792 to 1804 inclusive—continued.

		Monthly Average, Wheat.			Monthly Average, Wheat.			Monthly Average, Wheat.
		s. d.			s. d.			s. d.
1795:			1796:			1797:		
January	- -	55 3	January	- -	91 10	January	- -	53 9
February	- -	57 -	February	- -	92 6	February	- -	51 6
March	- -	59 2	March	- -	99 4	March	- -	49 -
April	- -	61 11	April	- -	83 11	April	- -	48 10
May	- -	64 10	May	- -	75 9	May	- -	49 -
June	- -	70 7	June	- -	78 1	June	- -	49 1
July	- -	86 9	July	- -	79 6	July	- -	49 6
August	- -	105 6	August	- -	76 7	August	- -	51 2
September	- -	77 1	September	- -	63 5	September	- -	60 -
October	- -	75 9	October	- -	60 -	October	- -	58 6
November	- -	83 2	November	- -	58 8	November	- -	55 2
December	- -	85 -	December	- -	56 7	December	- -	52 7

(continued)

MONTHLY AVERAGE PRICES OF WHEAT in Great Britain from 1792 to 1804, inclusive—continued.

	Monthly Average, Wheat.		Monthly Average, Wheat.		Monthly Average, Wheat.
	s. d.		s. d.		s. d.
1798:		1800—continued.		1802—continued.	
January - - -	50 10	May - - -	119 7	September - -	68 5
February - - -	49 9	June - - -	122 11	October - - -	62 8
March - - -	50 -	July - - -	133 3	November - - -	60 4
April - - -	51 11	August - - -	102 3	December - - -	59 2
May - - -	52 5	September - -	100 10		
June - - -	51 7	October - - -	100 3	1803:	
July - - -	51 6	November - - -	114 -	January - - -	57 10
August - - -	51 5	December - - -	125 9	February - - -	57 2
September - - -	50 -			March - - -	57 -
October - - -	48 10	1801:		April - - -	57 6
November - - -	48 1	January - - -	135 -	May - - -	58 5
December - - -	48 9	February - - -	142 8	June - - -	62 4
1799:		March - - -	151 4	July - - -	59 6
January - - -	49 9	April - - -	147 3	August - - -	56 8
February - - -	50 4	May - - -	126 9	September - - -	56 4
March - - -	50 9	June - - -	124 9	October - - -	54 6
April - - -	53 5	July - - -	130 5	November - - -	54 6
May - - -	60 7	August - - -	121 4	December - - -	53 9
June - - -	64 4	September - - -	90 -		
July - - -	66 3	October - - -	77 11	1804:	
August - - -	71 10	November - - -	69 3	January - - -	51 6
September - - -	74 9	December - - -	74 9	February - - -	49 8
October - - -	81 6			March - - -	49 8
November - - -	86 8	1802:		April - - -	50 9
December - - -	91 6	January - - -	75 7	May - - -	51 5
1800:		February - - -	74 1	June - - -	52 5
January - - -	91 8	March - - -	73 1	July - - -	54 3
February - - -	98 2	April - - -	69 8	August - - -	60 -
March - - -	106 3	May - - -	66 3	September - - -	65 10
April - - -	110 3	June - - -	66 10	October - - -	67 10
		July - - -	67 7	November - - -	80 -
		August - - -	69 6	December - - -	87 8

AN ACCOUNT, showing the extreme Range of the AVERAGE PRICE of WHEAT from 1792 to 1804; and, also, the Operation under the present Law from 1828 to 1840.

	Wheat, Average.		Wheat, Average.
	s. d.		s. d.
1801: March, highest price - -	154 5	1839: January, highest price - -	81 6
1792: May, lowest price - - -	37 9	1835: December, lowest price - -	36 -

STATEMENT OF THE HIGHEST PRICE OF WHEAT.

	s. d.
Lady-day Quarter, 1801 - - - - -	154 5
Similar Statement for Midsummer Quarter - - - - -	151 1
Highest Price of Wheat in Great Britain in the year 1795 - - - - -	109 8
Lowest Price of Wheat in Great Britain in the year 1796 - - - - -	55 6

AN ACCOUNT of the AVERAGE PRICE of WHEAT in *Great Britain* for Fifty Years, commencing from 1790 and ending 1840; and the Average Price for Forty-six Years, excluding from the Calculation the Years 1795, 1796, 1800, 1801, as Years of Famine.

	s.	d.		s.	d.		s.	d.
Years ended 1791 -	47	2	Years ended 1809 -	94	5	Years ended 1827 -	55	-
— 1792 -	41	9	— 1810 -	103	3	— 1828 -	60	5
— 1793 -	47	10	— 1811 -	92	5	— 1829 -	66	3
— 1794 -	50	8	— 1812 -	122	8	— 1830 -	64	3
— 1795 -	72	11	— 1813 -	106	6	— 1831 -	66	4
— 1796 -	76	3	— 1814 -	72	1	— 1832 -	58	8
— 1797 -	52	2	— 1815 -	63	8	— 1833 -	52	11
— 1798 -	50	4	— 1816 -	76	2	— 1834 -	46	2
— 1799 -	66	11	— 1817 -	94	-	— 1835 -	39	4
— 1800 -	110	5	— 1818 -	83	8	— 1836 -	48	6
— 1801 -	115	11	— 1819 -	72	3	— 1837 -	55	10
— 1802 -	67	9	— 1820 -	65	10	— 1838 -	64	7
— 1803 -	57	1	— 1821 -	54	5	— 1839 -	70	8
— 1804 -	60	5	— 1822 -	43	3	— 1840 -	66	4
— 1805 -	87	1	— 1823 -	51	9			
— 1806 -	76	9	— 1824 -	62	-	Average of 50 Years	68	7
— 1807 -	73	1	— 1825 -	66	6			
— 1808 -	78	11	— 1826 -	56	11			

Average Price of Wheat for 46 Years, excluding from the Calculation the Years 1795, 1796, 1800, 1801, as Years of Famine } 66s. 4d.

In making this calculation, the year 1796 has been substituted for 1794, the high prices occasioned by the failure of the harvest in 1795 having been in operation in the early part of the year 1796.

Office of Comptroller of Corn Returns,
Board of Trade, 11 June 1841.

William Jacob,
Comptroller of Corn Returns.

AN ACCOUNT of the Total Amount of BOUNTY paid under the Recommendation of the First Report on the High Price of Corn; viz. a Bounty of 20s. per Quarter on Wheat, and a proportional Bounty per Barrel on Flour, imported from the Southern Ports of *Europe*, or from *Africa*, before the 31st day of August 1796, and of 15s. per Quarter from the other Ports of *Europe*, and from *America*, reported by the Right honourable *Dudley Ryder*, 16th November 1795; and

Of the Total Amount of MONEY paid under the Extension of the Bounty to the Cargoes of all Ships which might then have been in the Ports of *Great Britain*, or which might arrive here previous to the passing of the Act, as recommended by the Second Report from the Select Committee on the Present High Price of Corn, dated 8th December 1795, as far as the same can be conveniently made up.

The Total Amount of Bounty paid, under Act 36 Geo. 3, c. 21, on Wheat and Flour imported between }
24th September 1795 and 30th September 1796 was } £. 602,453

(Six Hundred and Two Thousand, Four Hundred, and Fifty-three Pounds.)

Inspector-General's Office, Custom-house,
London, 28 May 1841.

William Irving,
Inspector-General of Imports and Exports.

EXTRACT from REPORT of a Committee of the House of Commons, 10 Feb. 1800.

YOUR Committee have heard, with very great concern, that from the mistaken application of the charity of individuals in some parts of the country, flour and bread have been delivered to the poor at a reduced price, a practice which may contribute very considerably to increase the inconveniences arising from the deficiency of the last crop; and they recommend that all charity and parochial relief should be given, as far as is practicable, in any other articles except bread, flour, and money, and that the part of it which is necessary for the sustenance of the poor should be distributed in soups, rice, potatoes, or other substitutes. Your Committee are of opinion, that if this regulation was generally adopted, it would not only in a very great degree contribute to economise at this time the consumption of flour, but that it might have the effect of gradually introducing into use a more wholesome and nutritious species of food than that to which the poor are at present accustomed.

EXTRACT from APPENDIX, No. 18, of REPORT from a Select Committee of the House of Commons, dated 10 February 1800, being part of the Examination of Mr. *Claude Scott*, Corn Merchant.

WHAT prospect do you conceive there is of a supply of wheat from foreign countries?—I think, generally, the supply will be moderate; the crops in general, abroad, have not been very productive, and in some parts, where we usually look for supplies, the exportation has lately been prohibited; I mean the Prussian provinces bordering on the Elbe. Our principal source of supply may be looked for this year from the Baltic, and chiefly from Poland; for the produce of the harvest in the Prussian provinces bordering on the Baltic has been unusually bad, and the quality very light and inferior. A considerable quantity may be looked for from Poland, if there is no obstruction to its passage to the shipping ports. I have no means of judging the precise quantity from that part, but I hope it will be considerable, for the high prices of Great Britain will be the means of bringing all they can spare. The king of Prussia has already prohibited the export of all other grain but wheat, and it is apprehended that prohibition may be extended to wheat, particularly in the event of a further advance in the prices in Great Britain, which might create an alarm in those countries. Some quantity of wheat may also be expected from Russia, but I have no means of ascertaining how much. The exportation of corn is strictly prohibited from Holland, Flanders, and France. By very recent informations from Havre-de-Grace, I am informed that the crop of wheat in France is one-third less than the preceding year; the prices one-third higher; but, compared to the price in other countries, they are very low. With respect to America, by the last advices, which came yesterday, dated Philadelphia, 25 December last, and by previous advices, the produce of the crop in America last year exceeds that of any year for the last seven years, but far short of what has been the produce preceding that period: the reason is, the devastation committed by the Hessian Fly, which has discouraged the growth of wheat. Some quantity of flour in particular may be expected from thence, although the prices there are very high. The prices of flour, including all charges of freight, &c. would stand in about 90s. per sack, and of wheat about 100s. per quarter. I understand, likewise, that a quantity may be expected from Canada, but I have no information what quantity, or at what prices.

APPENDIX (B.) of REPORT from a Select Committee of the House of Commons, on the High Price of Provisions, dated 22 May 1801; being the Examination of his Grace the Duke of Bedford.

[His Grace delivered in to the Committee a Statement of Experiments made from Blanched Wheat, &c., which was read, and which his Grace is satisfied is correct.]

Is your Grace of opinion that bread, made of the whole of the meal from blanched wheat, is better or worse than the bread made according to the late Act of Parliament?—Infinitely better.

His Grace having informed the Committee that he had several samples of flour made according to the above experiments, which he would send to be baked into bread, the Committee determined that the said samples should be sent to the Albion Mills and to Chelsea Hospital, and that the result should be communicated to the Committee.

Do

Do you think the outer skin was entirely taken off in the above experiments?—Not entirely so.

Are you of opinion that this method of blanching wheat is so far practicable as likely to be of general utility?—I have no doubt the machinery may be applied to all water-mills, and likewise to every mill on a large scale. The machine does not require quite the power necessary for working a pair of stones, and wheat having gone through the process of blanching and drying, will grind so much easier, that I apprehend three pair of stones will make more flour than four pair of stones employed in grinding wheat in its common state. In erecting a new mill, no additional expense would be created, except the building of a kiln. I apprehend there may be some difficulty in carrying this process into effect, even supposing it to answer the expectations I have formed of it, because I conceive the dislike the poorer classes have to brown bread, to be founded in the impositions practised by the millers in the manufacture of coarse flour, and the knowledge they have that, from the quantity of rubbish mixed in the bread made from it, it is not so nutritious and wholesome as that made from the finer flour; and as the flour made under this process must of course be of a dark colour, the same dislike will naturally be entertained. The only way, therefore, by which the country can be fully benefited by the discovery (if it should answer the expectations I have formed of it), will be, by its being adopted in the public mills; and, as I conceive great advantage would result to the country from the establishment of public mills in different parts of the country, for the purpose of manufacturing flour for the use of the poor, I am not without hopes that this discovery may tend to the adoption of some plan for that purpose.

EXTRACT from the ORDER of the Cabinet of His Majesty the King of *Prussia*, dated
12 September 1801.

To the Minister of State, Baron *Von Schroetter*.

WITH respect to taking off the new duty on wheat, I do not see that the country can suffer from its continuance to the end of this year, as the shipments of the present calendar year cannot continue much longer; the threshing out of the wheat will not be finished before the end of the current year, and therefore the supply to the seaport towns can only begin with the month of January next year.

It is the fault of the merchant himself if he has encumbered himself with a larger stock than he could send to England before the 1st of October, as he is sure of a good price to that time; and the new measure of the English Government, for reducing the bounty having occasioned an unnatural rise in the prices of the best wheats, will make up to him in price what he would otherwise have received in bounty. Under these circumstances I consider it so much the more advisable to postpone the taking off the duty on wheat till the month of December, as we shall then be able to judge with more certainty, whether the report of an unusually abundant wheat harvest in England is founded or not, and regulate our measures accordingly. Should the prices in England continue to that time, between 50s. and 60s. per quarter, the duty shall then be taken off; and shall only be continued in full if they rise again to 80s. or 90s.; should they in this period rise something less than this last-mentioned price, the duty can be modified accordingly.

(signed) *Friedrich Wilhelm.*

AN ACCOUNT of the Total Amount of WHEAT Exported to *Great Britain*, from the Ports of *Prussia*, *Germany*, and *Holland*, in the Eight Consecutive Years, commencing 1806 and ending 1813, and the Total Amount Imported into *Great Britain* from the same Ports in the Three Consecutive Years, 1838, 1839, and 1840; showing, also, the Annual Average of Quantity in each Period, and the Average of Price in each Period.

	Quantities of Wheat Imported into Great Britain from			TOTAL Import from the Three Countries.	Quantities of Wheat Flour Imported into Great Britain from			TOTAL Import from the Three Countries.	Average Prices of Wheat in Great Britain per Quarter.
	PRUSSIA.	GERMANY.	HOLLAND.		PRUSSIA.	GERMANY.	HOLLAND.		
Year 1806	-	-	-	-	Cwts.	-	-	Cwts.	Winchester Measure. s. d. 76 9
1807	51,524	-	764	52,288	-	-	1	1	73 1
1808	11,465	3,376	11,416	26,257	-	109	-	109	78 11
1809	-	2,150	1,052	3,202	-	302	1	303	94 5
1810	1,527	35,578	94,056	131,161	-	-	737	737	103 3
1811	296,757	176,014	189,016	661,787	-	1,575	-	1,575	92 5
1812	95,171	1,628	-	96,799	-	-	-	-	122 8
1813	9,062	581	-	9,643	-	76	-	76	106 6
	115,946	79,279	-	195,225	-	302	-	302	93 6
Annual Average of the above Eight Years	72,681	37,326	37,038	147,045	-	296	92	388	
Year 1838	547,325	309,458	82,011	938,794	131,350	131,936	-	253,286	Imperial Measure. 64 7
1839	729,677	403,515	115,595	1,248,787	95,795	66,528	1,474	163,797	70 8
1840	769,792	352,959	44,147	1,166,898	23,433	21,795	175	45,403	66 4
Annual Average of the above Three Years	682,265	355,311	80,584	1,118,160	80,192	73,420	550	154,162	67 2

Inspector-General's Office, Custom House, London, }
3 June 1841.

(signed) William Irving,
Inspector-General of Imports and Exports.

AN ACCOUNT of the Total Amount of FOREIGN WHEAT Imported into Great Britain, from 1793 to 1814, from all the Ports of Europe and America.

	Quantities of Wheat and Wheat Flour Imported into Great Britain from Foreign Countries in Europe and America.	
	Wheat.	Wheat Flour.
	Quarters.	Cwts.
Year 1793	390,734	211,525
1794	196,208	8,998
1795	168,968	34,003
1796	786,630	174,982
1797	412,653	649
1798	372,728	319
1799	422,976	60,546
1800	1,154,102	304,414
1801	1,124,781	788,840
1802	401,150	216,323
1803	182,318	301,482
1804	364,040	14,049
1805	812,633	52,625
1806	122,156	247,734
1807	178,055	496,085
1808	16,221	14,019
1809	226,569	481,431
1810	1,276,296	453,964
1811	177,139	30,816
1812	91,903	38,958
1813	339,149	3,155
1814	599,902	80,604
TOTAL	9,817,401	4,016,421

AN ACCOUNT of the Total Amount of FOREIGN WHEAT and FLOUR Imported and brought into Home Consumption, from the passing of the Act of 1828 to 1840, inclusive; showing also the Rate of DUTY levied per Quarter in the latter Period.

	Quantities of Foreign Wheat and Wheat Flour Imported and brought into Home Consumption, from the passing of the Act 9 Geo. 4, c. 60 (15 July 1828), to 1840, inclusive.	
	Wheat.	Wheat Flour.
	Quarters.	Cwts.
Year 1828 (from 15 July)	789,252	51,720
1829	1,260,803	332,101
1830	1,494,898	515,788
1831	1,090,379	926,896
1832	165,545	56,833
1833	1,144	651
1834	263	91
1835	48	270
1836	972	239
1837	210,083	2,257
1838	1,715,771	311,914
1839	2,590,045	590,117
1840	2,020,144	935,975
TOTAL Quantities	11,249,347	3,724,852
Average Rates of Duty paid during the whole of the above Period	6 s. p' Quarter	2 s. 2 d. p' Cwt.

AN ACCOUNT showing the Quantity of FOREIGN WHEAT and WHEAT FLOUR Imported into the principal Ports of Great Britain, together with the Quantity entered for Home Consumption in the same Ports, and the Amount of DUTY received thereon, in each Week from the 5th January 1841 to the Date of the latest Returns; specifying also the Average Price for each Week, and the Rate of Duty chargeable on the Quantity entered for Home Consumption.

FOREIGN WHEAT AND WHEAT FLOUR.

In the Weeks following the Receipt of the Certificates of Average Prices, dated	Quantities Imported into the principal Ports of Great Britain; viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, and Dundee.	Quantities entered for Home Consumption at the same Ports.	Amount of Duty received thereon.	Weekly Average Prices of Wheat per Quarter for the Regulation of the Duty.	Rates of Duty chargeable, per Quarter, on Foreign Wheat in the respective Weeks.
	Qrs. Bushels.	Qrs. Bushels.	£. s. d.	s. d.	s. d.
31 December 1840	7,234 2	2 1	2 17 3	59 10	27 8
7 January 1841	2,625 0	4 0	5 13 2	59 10	27 8
14 —	1,413 3	44 6	59 16 10	60 2	26 8
21 —	3,309 3	56 2	16 3 10	60 6	26 8
28 —	0 7	3 5	4 18 2	60 10	26 8
4 February	1,237 5	—	—	61 1	25 8
11 —	5,859 6	2 6	2 8 8	61 2	25 8
18 —	167 2	4 6	6 1 5	61 1	25 8
25 —	2,303 3	35 6	10 8 —	61 1	25 8
4 March	1,329 7	0 5	— 15 10	61 3	25 8
11 —	13,682 4	3 5	4 9 1	61 8	25 8
18 —	6,729 7	93 0	26 18 6	62 3	24 8
25 —	3,651 5	3 5	— 11 6	62 9	24 8
1 April	1,671 6	914 3	1,060 4 3	63 4	23 8
8 —	5,184 1	3,248 5	3,838 16 7	63 8	23 8
15 —	12,977 7	3,028 2	3,414 15 8	63 11	23 8
22 —	28,294 3	53,497 2	60,612 6 8	64 —	22 8
29 —	32,762 6	3,576 2	4,207 7 5	63 11	23 8
6 May	43,684 7	8,782 1	10,083 7 2	63 11	23 8
13 —	57,529 3	13,871 2	16,389 19 7	63 8	23 8
TOTAL of the Twenty Weeks	230,749 7	87,173 0	99,757 19 7		

Inspector-General's Office,
Custom-House, London,
28 May 1841.

William Irving,
Inspector-General of Imports
and Exports.

A RETURN of the QUANTITIES of WHEAT, as Purchased in the Market of *London*, with the Average Price thereof, in each Week during the Months of July, August, and September, in the Years 1820, 1830, and 1840, as returned to the Inspector of Corn Returns; also the General Average of the Kingdom for the like Period, and the Six Weeks' Average, ending the 28th day of August 1840, exclusive of the London Market, with the Rate of Duty chargeable thereon, inclusive and exclusive of the said Market.

Weeks ended	LONDON MARKET.		KINGDOM.	Six Weeks' Average of the Kingdom, exclusive of the London Market.	Actual Weekly Duty, including the London Market.	Duty which would have been Paid, exclusive of the London Market.
	Number of Quarters.	Average Price.	Average Price.			
1820:		s. d.	s. d.	s. d.	s. d.	s. d.
1 July - -	4,028	73 1	70 8			
8 - - -	6,835	74 4	70 6			
15 - - -	5,496	74 9	70 5			
22 - - -	5,933	78 5	71 -			
29 - - -	6,706	79 6	72 3			
5 August -	8,065	80 3	73 9			
12 - - -	4,844	79 5	73 9			
19 - - -	5,860	79 2	73 5			
26 - - -	6,322	77 6	72 9			
2 Sept. - -	6,202	76 9	72 2			
9 - - -	3,852	74 8	71 -			
16 - - -	4,851	72 3	69 3			
23 - - -	6,450	71 1	65 10			
30 - - -	6,043	66 1	63 6			
1830:						
2 July - -	4,107	72 7	68 6			
9 - - -	5,342	72 2	69 6			
16 - - -	4,212	72 3	70 3			
23 - - -	3,633	74 9	72 8			
30 - - -	5,158	76 -	74 11			
6 August -	3,007	76 -	74 11			
13 - - -	3,554	74 7	73 4			
20 - - -	3,255	72 1	71 4			
27 - - -	3,023	71 10	70 5			
3 Sept. - -	2,478	67 6	66 7			
10 - - -	3,888	64 9	62 4			
17 - - -	5,290	60 9	60 2			
24 - - -	3,420	61 4	60 8			
1840:						
3 July - -	8,813	73 11	67 8			
10 - - -	9,552	74 6	68 6			
17 - - -	9,598	75 8	69 6			
24 - - -	11,235	79 4	71 4	70 1	6 8	10 8
31 - - -	14,960	80 5	71 11	70 6	6 8	10 8
7 August -	19,500	80 2	72 10	71 2	2 8	6 8
14 - - -	12,613	78 5	72 4	71 3	2 8	6 8
21 - - -	15,703	78 10	72 7	71 8	2 8	6 8
28 - - -	15,437	79 6	72 4	70 10	2 8	6 8
4 Sept. - -	8,000	74 7	68 11			
11 - - -	5,097	68 8	65 4			
18 - - -	4,629	68 1	64 2			
25 - - -	5,010	66 1	64 1			

Board of Trade, }
5 June 1841. }

William Jacob,
Comptroller of Corn Returns.

AN ACCOUNT of the Difference in the Price of WHEAT in *Great Britain* in the Years 1812 and 1813, as compared with that of 1814 and 1815; and of the Difference in the Average Price of WHEAT in the Years 1816, 1817, 1818, and 1819, as compared with the Highest Price stated by Mr. Tooke; viz. 134 *s.* as compared with 76 *s.* 2 *d.* in 1816; 135 *s.* 5 *d.* compared with 94 *s.* in 1817; 83 *s.* 8 *d.* compared with 100 *s.* in 1818; and 80 *s.* as compared with 72 *s.* 3 *d.* in 1819.

Y E A R.	Wheat, Average.	
	<i>s.</i> <i>d.</i>	
1812 - - - - -	122 8	} Difference, 70 per cent.
1813 - - - - -	106 6	
Aggregate Average - -	114 7	
1814 - - - - -	72 1	
1815 - - - - -	63 8	
Aggregate Average - -	67 10 $\frac{1}{2}$	
		Mr. Tooke's Price.
		<i>s.</i> <i>d.</i>
1816 - - - - -	76 2	134 - Difference, 76 per cent.
1817 - - - - -	94 -	135 - Ditto - 43 -
1818 - - - - -	83 8	100 - Ditto - 20 -
1819 - - - - -	72 3	80 - Ditto - 11 -

Corn Department, Board of Trade, }
4 June 1841.

George Joyce,
Deputy Comptroller of Corn Returns.

A RETURN of the Difference in the Prices of MEAT and FLOUR in the Years 1812 and 1813, as compared with the Years 1814 and 1815, and as shown by the Contract Prices at the Royal Hospital of *Greenwich*.

M E A T.

Years.	Cwts.	
1812 - - -	78 <i>s.</i>	} Difference between the two periods, 14 per cent. the cwt.
1813 - - -	85 <i>s.</i>	
1814 - - -	74 <i>s.</i>	
1815 - - -	68 <i>s.</i>	

F L O U R.

Years.	Sack.	
1812 - - -	107 <i>s.</i>	} Difference between the two periods, 75 per cent. the sack.
1813 - - -	93 <i>s.</i>	
1814 - - -	70 <i>s.</i>	
1815 - - -	44 <i>s.</i>	

WHEAT, CORN, &c.

RETURNS

RELATING TO

WHEAT, CORN, &c.

(*Mr. Wodehouse.*)

(*Sir James Graham.*)

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
7 June 1841.

383.

Under 2 oz.

GRAIN AND FLOUR.—WHEAT.—WHEAT AND WHEAT FLOUR, &c.

RETURNS to Three several Orders of the Honourable The House of Commons,
dated 18, 24 & 27 May 1841 ;—for,

—1.—

AN ACCOUNT showing the Total Quantities of FOREIGN and COLONIAL GRAIN and FLOUR ; distinguishing each Sort entered for HOME CONSUMPTION, at each Rate of Duty, since the passing of the Act 9 Geo. 4, c. 60, to the latest Date that the Returns can be made up.

(*Mr. Hawes.*)

—2.—

AN ACCOUNT of the Quantities of FOREIGN and COLONIAL WHEAT, distinguishing each, entered Weekly for HOME CONSUMPTION, with the Rate of Duty, and the Amount of Duty paid thereon in each Week, in the Years 1832, and so on, until the latest Period that the Account can be made up ; showing also the Total Quantity entered, and the Total Amount of Duty received in each Year (being a continuation of Parliamentary Paper, N^o 422, Sess. 1832.)

(*Colonel Wood.*)

—3.—

AN ACCOUNT of the Quantities of FOREIGN WHEAT and WHEAT FLOUR, stated in Quarters, and of all other Kinds of FOREIGN GRAIN and PULSE respectively, that were imported ; and also the Quantities of each which were taken for HOME CONSUMPTION in each Month, since the passing of the Act 9 Geo. 4, c. 60 ; showing also the Quantities of each remaining in Warehouse at the end of each Month, up to the latest Period to which the same can be made out.

(*Mr. Goulburn.*)

Ordered, by The House of Commons, to be Printed,
22 June 1841.

— 1. —

GRAIN AND FLOUR.

AN ACCOUNT showing the Total Quantities of FOREIGN and COLONIAL GRAIN and FLOUR ; distinguishing each Sort entered for HOME CONSUMPTION, at each Rate of Duty, since the passing of the Act 9 Geo. 4, c. 60, to the latest Date to which the Return can be made up.

QUANTITIES entered for HOME CONSUMPTION in the United Kingdom, from the passing of the Act 9 Geo. 4, c. 60, (15th July 1828) to the 5th January 1841.

FOREIGN.					WHEAT.	WHEAT FLOUR.
s. d.					Qrs.	Cwts.
When the Rate of Duty on Wheat was	1	-	per Quarter	- - - -	3,907,981	1,276,731
	2	8	-	- - - -	2,788,277	835,406
	6	8	-	- - - -	1,994,102	518,897
	10	8	-	- - - -	783,280	238,592
	13	8	-	- - - -	548,348	466,432
	16	8	-	- - - -	298,677	213,707
	18	8	-	- - - -	76,200	44,788
	20	8	-	- - - -	377,667	96,538
	21	8	-	- - - -	107,006	5,861
	22	8	-	- - - -	13,664	5,940
	23	8	-	- - - -	138,775	56,530
	24	8	-	- - - -	37,329	2,070
	25	8	-	- - - -	27,153	1,555
	26	8	-	- - - -	4,724	654
	27	8	-	- - - -	1,882	690
	28	8	-	- - - -	134,275	1,377
	29	8	-	- - - -	61,649	101
	30	8	-	- - - -	13,955	756
	31	8	-	- - - -	1,496	87
	32	8	-	- - - -	432	63
	33	8	-	- - - -	908	511
	34	8	-	- - - -	385	164
	35	8	-	- - - -	154	24
	36	8	-	- - - -	326	42
	37	8	-	- - - -	314	24
	38	8	-	- - - -	154	72
	39	8	-	- - - -	151	51
	40	8	-	- - - -	3	—
	42	8	-	- - - -	7	3
	43	8	-	- - - -	4	7
	44	8	-	- - - -	16	13
	45	8	-	- - - -	62	33
	46	8	-	- - - -	10	155
	47	8	-	- - - -	7	17
	48	8	-	- - - -	3	2
	49	8	-	- - - -	2	36
	50	8	-	- - - -	8	56
Admitted at an ad valorem Duty, being damaged					2,629	—
— Duty free - - - - ditto					- - -	350
— Duty free for Seed					71	—
TOTAL					11,322,085	3,768,335
BRITISH COLONIAL.						
s. d.						
When the Rate of Duty on Wheat was	-	6	per Quarter	- - - -	129,858	426,809
	5	-	-	- - - -	393,407	596,996
TOTAL					523,265	1,023,805

QUANTITIES entered for Home Consumption in the United Kingdom, from the passing of the Act 9 Geo. 4, c. 60—continued.

FOREIGN.			OATS.	OATMEAL.	FOREIGN.			RYE.		
s. d.			Qrs.	Cwts.	s. d.			Qrs.		
When the Rate of Duty on Oats was	1	9 per Quarter	248,764	302	When the Rate of Duty was	1	— per Quarter	151,472		
	3	3 — — —	695,201	—		2	— — — —	87,118		
	4	9 — — —	243,504	199		3	6 — — —	14,039		
	6	3 — — —	940,286	551		5	— — — —	10,985		
	7	9 — — —	545,060	195		6	6 — — —	15,151		
	9	3 — — —	198,111	157		8	— — — —	5,502		
	10	9 — — —	467,348	3		9	6 — — —	5,678		
	12	3 — — —	166,397	5		11	— — — —	2,868		
	13	9 — — —	4,289	5		12	6 — — —	16,402		
	15	3 — — —	1,121	—		14	— — — —	7,503		
	16	9 — — —	504	1		15	6 — — —	719		
	18	3 — — —	568	2		16	9 — — —	143		
	19	9 — — —	245	—		18	3 — — —	141		
	21	3 — — —	447	—		19	9 — — —	166		
	22	9 — — —	15	—		21	3 — — —	62		
Admitted at an ad valorem Duty, being damaged			1,681	—	22			9 — — —	14	
— Duty free for Seed			319	—	25			9 — — —	1,361	
TOTAL			3,513,860	1,420	TOTAL			319,324		
BRITISH COLONIAL.			BRITISH COLONIAL.			PEASE.				
s. d.			s. d.			Qrs.				
When the Rate of Duty on Oats was	—	6 per Quarter	8,052	6,327	When the Rate of Duty was	1	— per Quarter	13,558		
	2	— — — —	925	1,447		2	— — — —	137,369		
TOTAL			8,977	7,774	3			6 — — —	117,061	
FOREIGN.			BARLEY.			TOTAL <td>801,115</td>			801,115	
s. d.			Qrs.			BRITISH COLONIAL.				
When the Rate of Duty was	1	— per Quarter	615,500		s. d.					
	1	10 — — —	442,620		When the Rate of Duty was	—	6 per Quarter	7,619		
	3	4 — — —	476,488			3	— — — —	3,508		
	4	10 — — —	355,946		TOTAL			11,127		
	6	4 — — —	120,289		FOREIGN.					
	7	10 — — —	120,717		s. d.					
	9	4 — — —	43,600		When the Rate of Duty was	1	— per Quarter	46,353		
	10	10 — — —	126,784			2	— — — —	139,049		
	12	4 — — —	51,376			3	6 — — —	24,022		
	13	10 — — —	217,914			5	— — — —	27,918		
	15	4 — — —	23,578			6	6 — — —	4,993		
	16	10 — — —	7,900			8	— — — —	88,188		
	18	4 — — —	898			9	6 — — —	291,601		
	19	10 — — —	263			11	— — — —	79,300		
	21	4 — — —	193			12	6 — — —	27,050		
22	10 — — —	2		14		— — — —	66,548			
Admitted Duty free for Seed			16			15	6 — — —	7,955		
TOTAL			2,604,084			16	9 — — —	245		
BRITISH COLONIAL.			BRITISH COLONIAL.			TOTAL <td>803,672</td>			803,672	
s. d.			s. d.			BRITISH COLONIAL.				
When the Rate of Duty was	—	6 per Quarter	129			s. d.				
	2	6 — — —	185		When the Rate of Duty was	—	6 per Quarter	57		
TOTAL			314			TOTAL			57	

Inspector General's Office, Custom House, London,
19 June 1841.William Irving,
Inspector General of Imports and Exports.

— 2. —

W H E A T.

AN ACCOUNT of the Quantities of FOREIGN and COLONIAL WHEAT, distinguishing each, entered Weekly for HOME CONSUMPTION, with the Rate of Duty, and the Amount of Duty paid thereon in each Week, in the Years 1832, and so on, until the latest Period to which the Account can be made up; showing also the Total Quantity entered, and the Total Amount of Duty received in each Year (in continuation of Parliamentary Paper, No. 422, Sess. 1832.)

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1832.								
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>£. s. d.</i>	
5 January - 1832	145 4	26 8	48 18 1	2,371 1	5 -	570 6 3	2,516 5	619 4 4	
12 - - - -	8 3	27 8	3 15 6	3,478 4	5 -	861 8 7	3,486 7	865 4 1	
19 - - - -	65 2	27 8	10 14 5	844 3	5 -	211 1 11	909 5	221 16 4	
26 - - - -	123 5	27 8	22 5 3	2,065 4	5 -	509 2 9	2,189 1	531 8 -	
2 February -	- - -	27 8	- - -	1,023 6	5 -	255 18 9	1,023 6	255 18 9	
9 - - - -	19 2	27 8	22 18 3	866 6	5 -	216 13 9	886 -	239 12 -	
16 - - - -	- - -	27 8	- - -	2,051 2	5 -	512 11 4	2,051 2	512 11 4	
23 - - - -	96 6	27 8	62 8 5	584 1	5 -	146 - 8	680 7	208 9 1	
1 March - -	47 1	27 8	65 3 9	3,504 6	5 -	876 3 9	3,551 7	941 7 6	
8 - - - -	5 7	27 8	- 16 3	2,450 7	5 -	612 14 5	2,456 1	613 10 8	
15 - - - -	- - -	27 8	- - -	1,769 1	5 -	442 5 8	1,769 1	442 5 8	
22 - - - -	29 1	27 8	4 8 10	818 2	5 -	204 11 -3	847 3	209 - 1	
29 - - - -	- - -	28 8	- - -	1,998 4	5 -	497 12 6	1,998 4	497 12 6	
5 April - -	5 1	27 8	6 18 10	2,369 2	5 -	592 6 7	2,374 3	599 5 5	
12 - - - -	67 4	27 8	16 16 3	1,769 1	5 -	440 5 7	1,836 5	457 1 10	
19 - - - -	6 5	27 8	7 11 8	2,024 5	5 -	504 3 4	2,031 2	511 15 -	
26 - - - -	2,374 3	- - -	47 8 10	Admitted at 104. per cent. ad valorem, being unfit for food			2,374 3	47 8 10	
3 May - - -	41 7	27 8	12 2 6	638 1	5 -	159 10 6	680 -	171 13 -	
10 - - - -	20 2	26 8	26 14 2	588 7	5 -	147 4 5	609 1	173 18 7	
17 - - - -	27 2	26 8	25 18 5	416 4	5 -	99 2 7	443 6	125 1 -	
24 - - - -	119 7	25 8	152 19 5	1,310 -	5 -	325 10 -	1,429 7	478 9 5	
31 - - - -	57 7	25 8	44 15 11	1,409 4	5 -	347 7 6	1,467 3	392 3 5	
7 June - - -	- 4	25 8	- 12 10	1,398 3	5 -	349 11 11	1,398 7	360 4 9	
14 - - - -	126 4	25 8	64 1 1	1,957 2	5 -	488 6 3	2,083 6	552 7 4	
21 - - - -	67 1	25 8	65 2 3	1,476 4	5 -	369 2 8	1,543 5	434 4 11	
28 - - - -	95 7	25 8	75 16 4	1,314 -	5 -	324 10 -	1,409 7	400 6 4	
5 July - - -	1,015 6	24 8	1,071 9 7	1,152 1	5 -	288 - 8	2,167 7	1,359 10 3	
12 - - - -	6 7	24 8	8 9 7	6,750 6	5 -	1,687 13 10	6,757 5	1,696 3 5	
19 - - - -	137 1	24 8	154 17 11	6,666 3	5 -	1,666 2 11	6,803 4	1,821 - 10	
26 - - - -	166 4	24 8	153 4 8	10,504 1	5 -	2,625 - 11	10,670 5	2,778 5 7	
2 August - -	2,509 2	23 8	2,969 11 4	5,633 6	5 -	1,407 2 7	8,143 -	4,376 13 11	
9 - - - -	4,176 3	23 8	4,918 5 4	6,496 7	5 -	1,624 4 4	10,673 2	6,542 9 8	
16 - - - -	6,899 1	23 8	8,109 2 -	7,541 2	5 -	1,883 6 11	14,440 3	9,992 8 11	
23 - - - -	17,815 1	23 8	20,485 4 11	6,135 2	5 -	1,533 4 10	23,450 3	22,018 9 9	
30 - - - -	27,565 7	23 8	32,505 4 1	12,822 3	5 -	2,298 9 8	40,388 2	34,803 13 9	
6 September -	71,413 6	23 8	83,849 6 3	5,318 1	5 -	1,336 5 9	76,731 7	85,185 12 -	
13 - - - -	29,823 -	24 8	36,735 11 3	5,798 1	5 -	1,419 19 -	35,621 1	38,155 10 3	
20 - - - -	476 1	26 8	604 15 7	5,889 3	5 -	1,353 14 -	6,365 4	1,958 9 7	
27 - - - -	740 6	26 8	517 17 5	5,930 5	5 -	1,480 19 9	6,671 3	1,998 17 2	
4 October - -	42 6	27 8	51 16 4	1,357 5	5 -	309 8 2	1,400 3	361 4 6	
11 - - - -	10 7	28 8	14 12 -	665 6	5 -	155 5 5	676 5	169 17 5	
18 - - - -	22 7	29 8	32 18 1	4,006 3	5 -	913 5 8	4,029 2	946 3 9	
25 - - - -	47 2	30 8	70 8 3	3,024 3	5 -	697 15 11	3,071 5	768 4 2	
1 November -	- 4	31 8	- 15 10	3,459 5	5 -	864 17 10	3,460 1	865 13 8	
8 - - - -	45 4	32 8	36 15 9	3,235 -	5 -	774 7 6	3,280 4	811 3 3	
15 - - - -	- - -	33 8	- - -	3,378 4	5 -	798 11 11	3,378 4	798 11 11	
22 - - - -	22 -	34 8	28 15 5	2,920 4	5 -	725 2 6	2,942 4	753 17 11	
29 - - - -	62 7	34 8	74 8 1	2,859 4	5 -	610 15 7	2,922 3	685 3 8	
6 December -	- 6	34 8	1 3 3	4,134 1	5 -	1,030 10 9	4,134 7	1,031 14 -	
13 - - - -	9 5	33 8	11 7 10	3,560 3	5 -	870 1 11	3,570 -	881 9 9	
20 - - - -	37 -	33 8	48 3 2	1,282 4	5 -	320 12 6	1,319 4	368 15 8	
27 - - - -	28 4	33 8	6 16 4	1,660 2	5 -	415 1 4	1,685 6	421 17 8	
TOTAL in the Year ended 5 Jan. 1833	166,127 6	- - -	193,249 7 6	164,213 1	- - -	39,536 8 -	330,340 7	232,785 15 6	
YEAR 1833.									
3 January - 1833	- - -	32 8	- - -	1,216 -	5 -	304 - 6	1,216 -	304 - 6	
10 - - - -	- - -	33 8	- - -	986 7	5 -	246 15 -	986 7	246 15 -	
17 - - - -	- - -	33 8	- - -	1,732 2	5 -	422 10 7	1,732 2	422 10 7	
24 - - - -	64 1	33 8	29 1 -	1,578 4	5 -	241 11 2	1,642 5	270 12 2	
31 - - - -	- - -	33 8	- - -	1,053 4	5 -	263 7 7	1,053 4	263 7 7	
7 February -	- - -	34 8	- - -	348 5	5 -	87 2 6	348 5	87 2 6	
14 - - - -	- - -	34 8	- - -	883 5	5 -	200 18 1	883 5	200 18 1	
21 - - - -	2 7	34 8	4 13 11	27 1	5 -	6 15 8	30 -	11 9 7	
28 - - - -	- - -	34 8	- - -	1,522 6	5 -	342 8 2	1,522 6	342 8 2	
7 March - -	- - -	34 8	- - -	981 5	5 -	232 18 2	981 5	232 18 2	
14 - - - -	- 5	34 8	- 15 5	484 -	5 -	121 - -	484 5	121 15 5	
21 - - - -	6 5	34 8	7 10 2	361 -	5 -	68 16 4	367 5	76 6 6	
28 - - - -	- - -	34 8	- - -	761 -	5 -	114 3 -	761 -	114 3 -	
4 April - -	- - -	34 8	- - -	577 1	5 -	144 5 9	577 1	144 5 9	
11 - - - -	9 5	34 8	5 2 5	72 4	5 -	18 2 6	82 1	23 5 11	

AN ACCOUNT of the Quantities of Foreign and Colonial Wheat, distinguishing each, entered Weekly for Home Consumption, &c.—continued.

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1833—continued.								
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>£. s. d.</i>	
18 April - 1833	1 3	33 8	2 8 5	386 -	5 -	96 10 -	387 3	98 18 5	
25 - - -	- - -	33 8	- - -	60 -	5 -	15 - -	60 -	15 - -	
2 May - - -	- - -	33 8	- - -	6 -	5 -	- 3 9	6 -	- 3 9	
9 - - - -	- - -	33 8	- - -	20 -	5 -	5 - -	20 -	5 - -	
16 - - - -	8 -	33 8	13 9 5	538 5	5 -	134 13 2	546 5	148 2 7	
23 - - - -	- 4	33 8	- 16 10	1,012 3	5 -	219 6 6	1,012 7	220 3 4	
30 - - - -	- - -	33 8	- - -	213 -	5 -	53 5 -	213 -	53 5 -	
6 June - - -	1 4	33 8	2 10 6	138 7	5 -	34 4 5	140 3	36 14 11	
13 - - - -	2 5	33 8	4 8 5	493 2	5 -	124 11 3	500 7	128 19 8	
20 - - - -	8 7	33 8	14 18 10	3,895 6	5 -	942 10 -	3,904 5	957 8 10	
27 - - - -	- - -	33 8	- - -	1,120 4	5 -	280 3 2	1,120 4	280 3 2	
4 July - - -	14 1	33 8	8 5 10	1,193 2	5 -	295 18 7	1,207 3	304 4 5	
11 - - - -	2 5	33 8	4 8 5	2,102 2	5 -	525 11 3	2,104 7	529 19 8	
18 - - - -	- - -	33 8	- - -	5,805 4	5 -	1,500 19 8	5,805 4	1,500 19 8	
25 - - - -	1 7	33 8	3 6 4	1,486 4	5 -	371 12 7	1,488 3	374 19 11	
1 August - -	- - -	32 8	- - -	1,397 7	5 -	349 9 4	1,397 7	349 9 4	
8 - - - -	15 7	31 8	2 10 3	1,257 4	5 -	314 7 6	1,273 3	316 17 9	
15 - - - -	- - -	31 8	- - -	4,291 7	5 -	1,051 12 5	4,291 7	1,051 12 5	
22 - - - -	42 1	31 8	26 10 5	2,244 6	5 -	558 5 8	2,286 7	584 16 1	
29 - - - -	38 6	31 8	13 10 2	1,038 2	5 -	259 11 11	1,077 -	273 2 1	
5 September -	13 4	31 8	13 8 -	1,158 1	5 -	289 10 8	1,171 5	302 18 8	
12 - - - -	67 4	31 8	87 14 7	3,559 7	5 -	889 19 10	3,627 3	977 14 5	
19 - - - -	43 -	32 8	30 8 -	1,326 4	5 -	331 12 6	1,369 4	362 - 6	
26 - - - -	20 7	32 8	22 16 10	1,567 3	5 -	391 16 11	1,588 2	414 13 9	
3 October - -	6 7	32 8	1 2 6	1,187 5	5 -	296 18 2	1,194 4	298 - 8	
10 - - - -	262 1	32 8	189 3 10	770 -	5 -	192 10 -	1,032 1	381 13 10	
17 - - - -	66 4	33 8	56 11 6	651 1	5 -	162 15 8	717 5	219 7 2	
24 - - - -	62 6	33 8	105 12 8	795 3	5 -	185 10 10	858 1	291 3 6	
31 - - - -	41 7	34 8	72 11 8	295 -	5 -	73 17 6	336 7	146 9 2	
7 November -	95 -	34 8	112 13 4	2,054 1	5 -	513 10 9	2,149 1	626 4 1	
14 - - - -	99 4	35 8	177 2 2	1,210 3	5 -	277 11 11	1,309 7	454 14 1	
21 - - - -	20 -	35 8	35 13 4	1,426 7	5 -	304 2 7	1,446 7	339 15 11	
28 - - - -	1 7	35 8	3 3 6	968 -	5 -	242 - -	969 7	245 3 6	
5 December -	21 4	35 8	Free for Seed.	491 7	5 -	122 19 5	513 3	122 19 5	
12 - - - -	85 4	36 8	57 8 10	1,471 1	5 -	367 15 9	1,556 5	425 4 7	
19 - - - -	9 6	36 8	7 3 -	870 4	5 -	216 18 4	880 2	224 1 4	
26 - - - -	3 6	36 8	6 17 3	262 7	5 -	65 14 5	266 5	72 11 6	
2 Jan. 1834 to the 5th	- - -	37 8	- - -	195 7	5 -	48 19 5	195 7	48 19 5	
TOTAL in the Year ended 5 Jan. 1834	1,144 -	- - -	1,123 17 9	61,501 -	- - -	14,921 15 10	62,645 -	16,045 13 7	

YEAR 1834.								
2 January - 1834	- - -	37 8	- - -	336 4	5 -	84 3 -	336 4	84 3 -
9 - - - -	- - -	37 8	- - -	568 2	5 -	142 1 3	568 2	142 1 3
16 - - - -	117 7	37 8	64 1 5	405 5	5 -	100 19 5	523 4	165 - 10
23 - - - -	- - 1/4	37 8	- 1 2	170 7	5 -	42 14 4	170 7 1/4	42 15 8
30 - - - -	11 4	37 8	16 1 7	1,089 2	5 -	272 6 3	1,100 6	288 7 10
6 February -	- - -	37 8	- - -	255 -	5 -	63 15 -	255 -	63 15 -
13 - - - -	- 2 1/2	37 8	- 11 10	423 1	5 -	105 4 5	423 3 1/2	105 16 3
20 - - - -	- - -	38 8	- - -	734 4	5 -	183 12 6	734 4	183 12 6
27 - - - -	22 7	38 8	44 4 6	1,476 -	5 -	369 - 11	1,498 7	413 5 5
6 March - -	- 1	38 8	- 4 10	184 2	5 -	46 1 3	184 3	46 6 1
13 - - - -	- 5 1/4	38 8	1 7 2	388 1	5 -	97 - 7	388 6 1/4	98 7 9
20 - - - -	- - -	38 8	- - -	20 -	5 -	5 - -	20 -	5 - -
27 - - - -	- - 1/4	38 8	- 1 3	1,353 2	5 -	338 6 3	1,353 2 1/4	338 7 6
3 April - - -	- - -	39 8	- - -	1,397 6	5 -	349 8 9	1,397 6	349 8 9
10 - - - -	- - -	39 8	- - -	154 7	5 -	38 14 5	154 7	38 14 5
17 - - - -	- - -	39 8	- - -	14 4	5 -	3 12 6	14 4	3 12 6
24 - - - -	- - -	39 8	- - -	638 3	5 -	159 11 11	638 3	159 11 11
1 May - - -	9 4	39 8	2 7 1	1,260 3	5 -	315 1 11	1,269 7	317 9 -
8 - - - -	1 -	39 8	1 19 8	303 7	5 -	75 19 5	304 7	77 19 1
15 - - - -	- - -	39 8	- - -	416 4	5 -	104 2 6	416 4	104 2 6
22 - - - -	4 3	38 8	8 9 2	741 4	5 -	185 7 6	745 7	193 16 8
29 - - - -	- - -	38 8	- - -	20 -	5 -	5 - -	20 -	5 - -
5 June - - -	- - -	39 8	- - -	668 2	5 -	217 1 3	668 2	217 1 3
12 - - - -	- - -	39 8	- - -	25 -	5 -	6 5 -	25 -	6 5 -
19 - - - -	1 5	39 8	3 1 2	160 -	5 -	40 - -	161 5	43 1 2
26 - - - -	- - -	39 8	- - -	2,422 3	5 -	605 11 -	2,422 3	605 11 -
3 July - - -	- - -	39 8	- - -	2,085 7	5 -	521 9 5	2,085 7	521 9 5
10 - - - -	- 3	38 8	- 14 6	961 2	5 -	240 6 3	961 5	241 - 9
17 - - - -	- 6	38 8	1 9 2	1,982 4	5 -	495 12 6	1,983 2	497 1 9
24 - - - -	- - -	38 8	- - -	1,639 3	5 -	409 16 11	1,639 3	409 16 11
31 - - - -	- - -	38 8	- - -	2,791 -	5 -	697 15 -	2,791 -	697 15 -
7 August - -	- - -	38 8	- - -	2,615 5	5 -	653 18 2	2,615 5	653 18 2
14 - - - -	- - -	38 8	- - -	661 7	5 -	165 9 5	661 7	165 9 5
21 - - - -	5 3	38 8	10 7 10	374 7	5 -	93 14 4	380 2	104 2 2
28 - - - -	- - -	38 8	- - -	388 -	5 -	97 - -	388 -	97 - -
4 September -	5 2	38 8	1 18 8	1,023 4	5 -	255 17 9	1,028 6	257 16 5

(continued.)

AN ACCOUNT of the Quantities of Foreign and Colonial Wheat, distinguishing each, entered Weekly for Home Consumption, - - -

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1834—continued.								
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>£. s. d.</i>	
11 September 1834	16 7	39 8	19 11 9	65 -	5 -	16 5 -	81 7	35 16 9	
18 - - -	3 2	40 8	6 12 3	1,993 1	5 -	498 5 8	1,996 3	504 17 11	
25 - - -	- - -	41 8	- - -	8 3	5 -	2 1 11	8 3	2 1 11	
2 October - -	- 4	42 8	1 1 8	425 6	5 -	106 8 9	426 2	107 10 5	
9 - - -	4 -	43 8	8 9 1	195 -	5 -	48 15 -	199 -	57 4 1	
16 - - -	- - -	43 8	- - -	821 6	5 -	205 8 9	821 6	205 8 9	
23 - - -	- 2	44 8	- 11 7	1,252 4	5 -	313 2 6	1,252 6	313 14 1	
30 - - -	- - -	44 8	- - -	414 3	5 -	103 11 11	414 3	103 11 11	
6 November -	- - -	45 8	- - -	1,773 -	5 -	442 17 7	1,773 -	442 17 7	
13 - - -	54 1	45 8	123 11 9	2,291 2	5 -	572 16 3	2,345 3	696 8 -	
20 - - -	1 6	45 8	3 19 11	1,673 -	5 -	418 5 -	1,674 6	423 4 11	
27 - - -	- - -	45 8	- - -	1,480 -	5 -	370 - -	1,480 -	370 - -	
4 December -	1 2 ½	45 8	2 19 10	1,534 1	5 -	383 10 8	1,535 3 ½	386 10 6	
11 - - -	- - -	44 8	- - -	700 6	5 -	98 13 2	700 6	98 13 2	
18 - - -	- - -	44 8	- - -	169 2	5 -	42 6 3	169 2	42 6 3	
25 - - -	- - -	45 8	- - -	516 6	5 -	37 10 -	516 6	37 10 -	
TOTAL in the Year ended 5 Jan. 1835 }	263 6 ½	- - -	323 18 10	45,666 -	- - -	11,246 19 6	45,929 6 ½	11,570 18 4	
YEAR 1835.									
1 January 1835	- - -	45 8	- - -	596 5	5 -	149 - 11	596 5	149 - 11	
8 - - -	- - ¼	45 8	- 1 5	10 -	5 -	2 10 -	10 - ¼	2 11 5	
15 - - -	1 -	46 8	2 6 8	40 -	5 -	10 - -	41 -	12 6 8	
22 - - -	- - -	46 8	- - -	410 6	5 -	102 13 9	410 6	102 13 9	
29 - - -	4 4	46 8	10 10 -	196 3	5 -	49 1 11	200 7	59 11 11	
5 February -	1 3	46 8	3 4 2	37 6	5 -	9 8 9	39 1	12 12 11	
12 - - -	- - -	46 8	- - -	- - -	5 -	- - -	- - -	- - -	
19 - - -	- - -	45 8	- - -	60 -	5 -	15 - -	60 -	15 - -	
26 - - -	- - -	45 8	- - -	1,230 -	5 -	307 10 -	1,230 -	307 10 -	
5 March - -	4 6	45 8	9 3 8	541 2	5 -	135 6 3	546 -	144 9 11	
12 - - -	- - -	46 8	- - -	298 4	5 -	74 12 6	298 4	74 12 6	
19 - - -	- - -	46 8	- - -	196 -	5 -	49 - -	196 -	49 - -	
26 - - -	2 -	46 8	4 13 4	94 1	5 -	23 10 7	96 1	28 3 11	
2 April - -	- - -	46 8	- - -	166 -	5 -	41 10 -	166 -	41 10 -	
9 - - -	- - -	47 8	- - -	180 -	5 -	45 - -	180 -	45 - -	
16 - - -	- - -	47 8	- - -	50 -	5 -	12 10 -	50 -	12 10 -	
23 - - -	- - -	47 8	- - -	147 4	5 -	36 17 6	147 4	36 17 6	
30 - - -	- 3	47 8	- 17 11	834 4	5 -	208 12 6	834 7	209 10 5	
7 May - -	- 1	47 8	- 6 -	308 4	5 -	77 2 6	308 5	77 8 6	
14 - - -	- 4	48 8	1 4 4	152 4	5 -	38 4 6	152 8	39 8 10	
21 - - -	- - -	48 8	- - -	395 -	5 -	98 15 -	395 -	98 15 -	
28 - - -	3 4	47 8	8 6 11	70 6	5 -	17 13 9	74 2	26 - 8	
4 June - -	- - -	47 8	- - -	221 7	5 -	55 9 7	221 7	55 9 7	
11 - - -	- - -	47 8	- - -	290 4	5 -	72 12 6	290 4	72 12 6	
18 - - -	- - -	47 8	- - -	- - -	5 -	- - -	- - -	- - -	
25 - - -	- 4	47 8	1 3 10	1,482 3	5 -	870 11 11	1,482 7	371 15 9	
2 July - -	- - -	46 8	- - -	100 -	5 -	25 - -	100 -	25 - -	
9 - - -	- - -	46 8	- - -	751 7	5 -	187 19 5	751 7	187 19 5	
16 - - -	- - -	46 8	- - -	842 5	5 -	210 13 2	842 5	210 13 2	
23 - - -	- - -	46 8	- - -	546 2	5 -	136 11 3	546 2	136 11 3	
30 - - -	- - -	45 8	- - -	647 5	5 -	161 18 2	647 5	161 18 2	
6 August -	- 1 ½	45 8	- 8 7	321 7	5 -	80 9 5	322 - ½	80 18 -	
13 - - -	- 6 ½	44 8	1 17 4	68 2	5 -	17 1 3	69 - ½	18 18 7	
20 - - -	- - -	44 8	- - -	830 -	5 -	187 10 -	830 -	187 10 -	
27 - - -	15 - ¼	44 8	5 11 -	320 -	5 -	80 - -	335 - ¼	85 11 -	
3 September	- 2	44 8	- 11 11	100 -	5 -	25 - -	100 2	25 11 11	
10 - - -	- - -	45 8	- - -	100 -	5 -	25 - -	100 -	25 - -	
17 - - -	- - -	46 8	- - -	211 1	5 -	52 15 8	211 1	52 15 8	
24 - - -	- 6	46 8	1 15 -	466 4	5 -	116 12 6	467 2	118 7 6	
1 October -	2 1	47 8	5 1 4	30 2	5 -	7 11 3	32 3	12 12 7	
8 - - -	- - -	48 8	- - -	500 -	5 -	125 - -	500 -	125 - -	
15 - - -	2 1	48 8	5 3 5	513 3	5 -	128 6 11	515 4	133 10 4	
22 - - -	- - -	49 8	- - -	16 -	5 -	4 - -	16 -	4 - -	
29 - - -	- - -	49 8	- - -	- - -	5 -	- - -	- - -	- - -	
5 November -	1 6	49 8	4 6 11	879 4	5 -	219 17 6	881 2	224 4 5	
12 - - -	- 7	50 8	2 4 4	417 - ½	5 -	104 5 4	417 7 ½	106 9 8	
19 - - -	- - -	50 8	- - -	133 5	5 -	33 8 2	133 5	33 8 2	
26 - - -	5 -	50 8	11 10 1	241 4	5 -	60 7 6	246 4	71 17 7	
3 December -	- ¾	50 8	- 4 9	179 4	5 -	44 17 6	179 4 ¾	45 2 3	
10 - - -	- - -	50 8	- - -	5 -	5 -	1 5 -	5 -	1 5 -	
17 - - -	- - -	50 8	- - -	60 -	5 -	15 - -	60 -	15 - -	
24 - - -	- 2	50 8	- 12 6	10 -	5 -	2 10 -	10 2	3 2 6	
31 - - -	- - -	50 8	- - -	- - -	- - -	- - -	- - -	- - -	
TOTAL in the Year ended 5 Jan. 1836 }	47 7 ½	- - -	81 5 5	16,302 6 ½	- - -	4,055 14 5	16,350 6	4,136 19 10	

with the Rate of Duty, and the Amount of Duty paid thereon in each Week, in the Years 1832, and so on, &c.—continued.

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1836.								
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	£. s. d.	
7 January 1836	- - -	50 8	- - -	161 5	5 -	40 8 2	161 5	40 8 2	
14 - - -	- - -	50 8	- - -	404 6	5 -	101 3 9	404 6	101 3 9	
21 - - -	1 2	50 8	3 3 4	10 -	5 -	2 10 -	11 2	5 13 4	
28 - - -	- 1	50 8	- 6 4	- - -	5 -	- - -	- 1	- 6 4	
4 February -	- - -	49 8	- - -	168 -	5 -	42 - -	168 -	42 - -	
11 - - -	- - -	49 8	- - -	662 6	5 -	165 13 9	662 6	165 13 9	
18 - - -	- 1	48 8	- 6 1	300 4 ½	5 -	75 2 10	300 5 ½	75 8 11	
25 - - -	- 1	47 8	- 6 -	145 -	5 -	36 5 -	145 1	36 11 -	
3 March - -	- 3	47 8	- 10 8	30 -	5 -	7 10 -	30 3	8 - 8	
10 - - -	- - -	45 8	- - -	267 4	5 -	66 17 6	267 4	66 17 6	
17 - - -	- - -	44 8	- - -	30 -	5 -	7 10 -	30 -	7 10 -	
24 - - -	- - -	44 8	- - -	20 -	5 -	5 - -	20 -	5 - -	
31 - - -	- - -	43 8	- - -	152 4	5 -	26 9 5	152 4	26 9 5	
7 April - -	6 5	42 8	14 2 8	545 6	5 -	136 8 9	552 3	150 11 5	
14 - - -	- - -	41 8	- - -	749 2	5 -	187 6 3	749 2	187 6 3	
21 - - -	- - -	40 8	- - -	- - -	5 -	- - -	- - -	- - -	
28 - - -	- - -	40 8	- - -	100 -	5 -	25 - -	100 -	25 - -	
5 May - -	- - -	39 8	- - -	72 6	5 -	18 3 9	72 6	18 3 9	
12 - - -	- - -	39 8	- - -	- - -	5 -	- - -	- - -	- - -	
19 - - -	5 6	38 8	13 2 7	110 -	5 -	27 10 -	115 6	40 12 7	
26 - - -	1 2	38 8	2 8 4	241 7	5 -	60 9 5	243 1	62 17 9	
2 June - -	1 4	37 8	3 16 -	180 -	5 -	45 - -	181 4	48 16 -	
9 - - -	- 3	37 8	- 14 2	- - -	5 -	- - -	- 3	- 14 2	
16 - - -	- 1 ½	37 8	- 5 11	475 1	5 -	118 15 8	475 2 ½	119 1 7	
23 - - -	- - -	36 8	- - -	10 -	5 -	2 10 -	10 -	2 10 -	
30 - - -	1 5	36 8	2 19 7	- - -	5 -	- - -	1 5	2 19 7	
7 July - -	- - -	36 8	- - -	- - -	5 -	- - -	- - -	- - -	
14 - - -	94 1	36 8	54 11 6	250 -	5 -	62 10 -	344 1	117 1 6	
21 - - -	- - -	36 8	- - -	2,119 2	5 -	529 16 3	2,119 2	529 16 3	
28 - - -	61 3	36 8	112 10 5	180 -	5 -	45 - -	241 3	157 10 5	
4 August -	63 2	36 8	115 19 2	200 -	5 -	50 - -	263 2	165 19 2	
11 - - -	4 -	36 8	7 6 8	21 2	5 -	5 6 3	25 2	12 12 11	
18 - - -	81 -	37 8	90 7 4	449 4	5 -	112 7 6	530 4	303 14 10	
25 - - -	29 5	37 8	20 10 -	984 5	5 -	246 3 2	1,014 2	266 13 2	
1 September -	46 1	37 8	85 13 5	480 -	5 -	120 - -	526 1	265 13 5	
8 - - -	7 1	37 8	1 6 10	650 -	5 -	162 10 -	657 1	163 16 10	
15 - - -	- - -	38 8	- - -	1,184 -	5 -	296 - -	1,184 -	296 - -	
22 - - -	5 4	38 8	10 12 8	- - -	5 -	- - -	5 4	10 12 8	
29 - - -	63 2 ½	38 8	46 15 2	746 2	5 -	186 11 3	809 4 ½	233 6 5	
6 October -	5 2 ½	39 8	3 1 6	1,513 2	5 -	378 6 4	1,518 4 ½	381 7 10	
13 - - -	48 1	39 8	77 12 -	774 4	5 -	193 12 6	822 5	271 4 6	
20 - - -	- - -	39 8	- - -	- - -	5 -	- - -	- - -	- - -	
27 - - -	65 -	39 8	19 6 9	695 4	5 -	173 17 6	760 4	193 4 3	
3 November -	- - -	38 8	- - -	1,170 5	5 -	292 13 2	1,170 5	292 13 2	
10 - - -	38 3 ½	38 8	12 12 7	278 4	5 -	69 12 6	316 7 ½	82 5 1	
17 - - -	1 1	37 8	2 2 5	751 3	5 -	187 16 11	752 4	189 19 4	
24 - - -	33 -	36 6	58 17 1	191 -	5 -	47 15 1	224 -	106 12 2	
1 December -	- - -	32 8	- - -	- - -	5 -	- - -	- - -	- - -	
8 - - -	- - -	30 8	- - -	180 -	5 -	45 - -	180 -	45 - -	
15 - - -	2 -	28 8	2 17 4	260 -	5 -	65 - -	262 -	67 17 4	
22 - - -	- - -	27 8	- - -	446 -	5 -	111 10 -	446 -	111 10 -	
29 - - -	304 -	26 8	204 6 10	220 -	5 -	55 - -	524 -	259 6 10	
TOTAL in the Year ended 5 Jan. 1837	971 5 ½	- - -	968 11 4	18,583 - ½	- - -	4,634 2 8	19,554 6 ½	5,602 14 -	
	YEAR 1837.								
5 January 1837	664 1	26 8	582 1 5	352 -	5 -	88 - -	1,016 1	670 1 5	
12 - - -	100 5	27 8	81 5 7	- - -	5 -	- - -	100 5	81 5 7	
19 - - -	14 -	27 8	19 8 3	150 -	5 -	37 10 -	164 -	56 18 3	
26 - - -	618 2	27 8	853 19 -	35 -	5 -	8 15 -	653 2	862 14 -	
2 February -	416 1	27 8	359 8 6	- - -	5 -	- - -	416 1	359 8 6	
9 - - -	11 2	28 8	17 - 6	100 -	5 -	25 - -	111 2	42 - 6	
16 - - -	255 -	28 8	296 9 6	115 -	5 -	28 15 -	370 -	325 4 6	
23 - - -	3 2	29 8	3 6 10	439 -	5 -	109 15 -	442 2	113 1 10	
2 March - -	30 3	29 8	38 13 8	562 2	5 -	140 11 3	592 5	179 4 11	
9 - - -	4 5	30 8	7 1 10	1,146 -	5 -	286 10 -	1,150 5	293 11 10	
16 - - -	8 3	30 8	14 17 6	70 -	5 -	17 10 -	78 3	32 7 6	
23 - - -	17 6	30 8	25 5 4	20 -	5 -	5 - -	37 6	30 5 4	
30 - - -	107 5	30 8	155 15 1	230 -	5 -	57 10 -	337 5	213 5 1	
6 April - -	62 4	30 8	87 1 5	150 -	5 -	37 10 -	212 4	124 11 5	
13 - - -	104 6	30 8	139 18 2	16 -	5 -	4 - -	120 6	143 18 2	
20 - - -	550 2	30 8	788 17 8	624 2	5 -	156 1 5	1,174 4	944 19 1	

AN Account of the Quantities of Foreign and Colonial Wheat, distinguishing each, entered Weekly for Home Consumption, -

YEAR 1837—continued.									
In the Weeks following the Receipt of the Certificates of average Prices, dated	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	£. s. d.	
27 April - 1837	583 3	30 8	758 12 -	545 3	5 -	136 6 11	1,127 6	894 18 11	
4 May - - -	29 4	31 8	45 5 8	15 -	5 -	3 15 -	44 4	49 - 8	
11 - - - -	250 -	31 8	296 17 6	110 -	5 -	27 10 -	360 -	324 7 6	
18 - - - -	- - -	31 8	- - -	1,180 5	5 -	295 3 2	1,180 5	295 3 2	
25 - - - -	247 -	31 8	353 13 7	369 4	5 -	92 7 6	616 4	446 1 1	
1 June - - -	7 1	32 8	3 17 7	270 -	5 -	67 10 -	277 1	71 7 7	
8 - - - -	- 2	31 8	- 7 8	3 4½	5 -	- 17 10	3 6½	1 5 6	
15 - - - -	61 7	31 8	112 15 7	198 -	5 -	49 10 -	259 7	162 5 7	
22 - - - -	91 4	31 8	135 13 10	120 -	5 -	30 - -	201 4	165 13 10	
29 - - - -	68 4	31 8	113 1 5	60 -	5 -	15 - -	128 4	128 1 5	
6 July - - -	1,083 4	30 8	1,643 15 -	150 -	5 -	37 10 -	1,233 4	1,681 5 -	
13 - - - -	14 6	30 8	22 12 4	736 6	5 -	184 3 9	751 4	206 16 1	
20 - - - -	242 2	30 8	374 10 4	440 -	5 -	110 - -	682 2	484 10 4	
27 - - - -	252 7	30 8	390 10 -	170 -	5 -	42 10 -	422 7	433 - -	
3 August - -	182 -	29 8	273 4 9	851 4	5 -	212 17 6	1,033 4	486 2 3	
10 - - - -	1,661 1	29 8	2,409 - 1	1,090 -	5 -	272 10 -	2,751 1	2,681 10 1	
17 - - - -	4,718 7	28 8	6,786 11 11	1,105 -	5 -	276 5 -	5,823 7	7,062 16 11	
24 - - - -	6,154 5	28 8	8,799 1 10	1,684 3	5 -	421 2 1	7,839 -	9,220 3 11	
31 - - - -	6,257 7	28 8	8,696 8 6	2,676 6	5 -	669 3 9	8,934 5	9,365 12 3	
7 September -	14,648 6	28 8	20,211 11 5	717 1	5 -	179 5 8	15,365 7	20,390 17 1	
14 - - - -	98,556 6	28 8	138,287 8 7	2,024 3	5 -	506 2 -	100,581 1	138,793 10 7	
21 - - - -	7,565 3	29 8	11,054 6 11	492 2	5 -	123 1 3	8,057 5	11,177 8 2	
28 - - - -	35,174 3	29 8	51,194 11 9	- - -	5 -	- - -	35,174 -	51,194 11 9	
5 October - -	19,332 4	29 8	28,141 2 4	324 -	5 -	81 - -	19,656 4	28,222 2 4	
12 - - - -	961 4	30 8	965 1 6	746 -	5 -	186 10 -	1,707 4	1,151 11 6	
19 - - - -	8,732 -	30 8	12,529 5 1	484 5	5 -	121 3 2	9,216 5	12,650 8 3	
26 - - - -	192 2	31 8	280 4 -	520 1½	5 -	130 1 -	712 3½	410 5 -	
2 November -	- - -	32 8	- - -	- - -	5 -	- - -	- - -	- - -	
9 - - - -	18 2	33 8	22 - 8	945 4	5 -	236 7 6	969 6	258 8 2	
16 - - - -	89 1	34 8	91 5 9	30 -	5 -	7 10 -	118 1	98 15 9	
23 - - - -	23 6	34 8	21 4 -	- 1	5 -	- - 8	23 7	21 4 8	
30 - - - -	- 2	34 8	- 8 8	30 -	5 -	7 10 -	30 2	7 18 8	
7 December -	5 3	34 8	3 7 4	274 -	5 -	68 10 -	279 3	71 17 4	
14 - - - -	23 6	34 8	31 18 1	- - -	5 -	- - -	23 6	31 18 1	
21 - - - -	59 -	33 8	12 1 11	50 -	5 -	12 10 -	109 -	24 11 11	
28 - - - -	7 2	33 8	12 4 1	115 -	5 -	28 15 -	122 2	40 19 1	
TOTAL in the Year ended 5 Jan. 1838	210,254 1	- - -	297,544 11 11	22,539 1	- - -	5,634 16 5	232,793 2	303,179 8 4	
YEAR 1838.									
4 January 1838	10 -	33 8	6 7 11	21 4	5 -	5 7 6	31 4	11 15 5	
11 - - - -	8 -	34 8	11 6 3	12 4	5 -	3 2 6	20 4	14 8 9	
18 - - - -	- 6	34 8	1 6 -	124 -	5 -	31 - -	124 6	32 6 -	
25 - - - -	- - -	33 8	- - -	200 -	5 -	50 - -	200 -	50 - -	
1 February -	505 7	33 8	28 18 4	225 3	5 -	56 6 11	731 2	85 5 3	
8 - - - -	1 1	33 8	1 17 11	- - -	5 -	- - -	1 1	1 17 11	
15 - - - -	7 5	32 8	13 3 6	- - -	5 -	- - -	7 5	13 3 6	
22 - - - -	- - -	32 8	- - -	- - -	5 -	- - -	- - -	- - -	
1 March - -	19 -	32 8	22 9 5	- - -	5 -	- - -	19 -	22 9 5	
8 - - - -	1 6	31 8	2 15 5	- - -	5 -	- - -	1 6	2 15 5	
15 - - - -	26 3	31 8	12 17 9	1,040 3	5 -	260 1 10	1,066 6	272 19 7	
22 - - - -	- - -	31 8	- - -	- - -	5 -	- - -	- - -	- - -	
29 - - - -	526 -	31 8	613 11 10	- - -	5 -	- - -	526 -	613 11 10	
5 April - -	- 3	30 8	- 11 6	- - -	5 -	- - -	- 3	- 11 6	
12 - - - -	935 2	30 8	312 10 -	- - -	5 -	- - -	935 2	312 10 -	
19 - - - -	- - -	29 8	- - -	- - -	5 -	- - -	- - -	- - -	
26 - - - -	100 -	29 8	148 6 8	- - -	5 -	- - -	100 -	148 6 8	
3 May - - -	80 4	28 8	115 7 8	- - -	5 -	- - -	80 4	115 7 8	
10 - - - -	10 -	28 8	14 6 8	- - -	5 -	- - -	10 -	14 6 8	
17 - - - -	- - -	27 8	- - -	- 1	5 -	- - 6	- 1	- - 6	
24 - - - -	3 3	27 8	4 13 5	633 4	5 -	158 7 6	636 7	163 - 11	
31 - - - -	4 4	26 8	6 - -	- - -	5 -	- - -	4 4	6 - -	
7 June - - -	- - -	25 8	- - -	115 -	5 -	28 15 -	115 -	28 15 -	
14 - - - -	158 6	24 8	195 16 3	- - -	5 -	- - -	158 6	195 16 3	
21 - - - -	56 -	24 8	69 1 4	- - -	5 -	- - -	56 -	69 1 4	
28 - - - -	23 7	23 8	24 17 -	100 1	5 -	25 - 4	124 -	49 17 4	
5 July - - -	45 -	22 8	51 - -	1 2	5 -	- 6 3	46 2	51 6 3	
12 - - - -	213 2	21 8	230 4 10	36 2	5 -	7 14 2	249 4	237 19 -	
19 - - - -	460 2	20 8	452 14 8	- - -	5 -	- - -	460 2	452 14 8	
26 - - - -	1,448 6	18 8	1,349 13 -	3,538 4	- 6	88 9 4	4,987 2	1,438 2 4	
2 August - -	649 4	18 8	556 19 -	569 7	- 6	14 5 -	1,219 3	571 4 -	
9 - - - -	1,111 4	16 8	901 17 -	- - -	- 6	- - -	1,111 4	901 17 -	

with the Rate of Duty, and the Amount of Duty paid thereon in each Week, in the Years 1838, and so on, &c.—continued.

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1838—continued.									
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.			
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.		
	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	s. d.	£. s. d.	Qrs. bus.	£. s. d.		
16 August - 1838	2,426 3	12 8	1,652 10 8	180 1	- 6	4 10 1	2,606 4	1,657	- 9	
23 - - -	2,811 3	10 8	1,519 13 3	5 -	- 6	- 2 6	2,816 3	1,519	15 9	
30 - - -	4,130 1	6 8	1,391 - 1	800 -	- 6	20 - -	4,930 1	1,411	- 1	
6 September -	28,524 1	2 8	3,796 4 3	- - -	- 6	- - -	28,524 1	3,796	4 3	
13 - - -	1,261,894 5	1 -	63,041 2 4	43 5	- 6	1 1 10	1,261,938 2	63,042	4 2	
20 - - -	102,652 7	2 8	12,688 8 9	106 6	- 6	2 13 5	102,759 5	12,691	2 2	
27 - - -	47,639 7	10 8	23,726 8 -	- - -	- 6	- - -	47,639 7	23,726	8 -	
4 October -	9,627 5	16 8	7,130 10 11	- - -	- 6	- - -	9,627 5	7,130	10 11	
11 - - -	2,311 3	20 8	1,068 17 4	- - -	5 -	- - -	2,311 3	1,068	17 4	
18 - - -	346 4	21 8	227 16 -	- - -	5 -	- - -	346 4	227	16 -	
25 - - -	510 2	22 8	308 15 9	- - -	5 -	- - -	510 2	308	15 9	
1 November -	24 5	22 8	23 15 5	- - -	5 -	- - -	24 5	23	15 5	
8 - - -	154 -	21 8	106 14 8	- - -	5 -	- - -	154 -	106	14 8	
15 - - -	75 -	18 8	67 10 6	- - -	- 6	- - -	75 -	67	10 6	
22 - - -	252 1	18 8	77 5 10	- - -	- 6	- - -	252 1	77	5 10	
29 - - -	61 7	10 8	21 15 7	- - -	- 6	- - -	61 7	21	15 7	
6 December -	55 1	6 8	7 7 9	- - -	- 6	- - -	55 1	7	7 9	
13 - - -	110,068 6	1 -	5,497 9 4	- - -	- 6	- - -	110,068 6	5,497	9 4	
20 - - -	61,094 7	1 -	3,059 17 3	- - -	- 6	- - -	61,094 7	3,059	17 3	
27 - - -	57,190 7	1 -	2,855 1 4	- - -	- 6	- - -	57,190 7	2,855	1 4	
3 January 1839 (to the 5th) -	30,193 1	1 -	1,507 5 3	- - -	- 6	- - -	30,193 1	1,507	5 3	
TOTAL in the Year ended 5 Jan. 1839	1,728,452 7	- - -	134,924 3 10	7,753 7	- - -	757 4 8	1,736,206 6	135,681	8 6	

YEAR 1839.

3 January - 1839	14,700 6	1 -	737 11 5	- - -	- 6	- - -	14,700 6	737 11 5	
10 - - -	32,007 2	1 -	1,587 15 8	- - -	- 6	- - -	32,007 2	1,587 15 8	
17 - - -	33,802 6	1 -	1,694 19 6	2 -	- 6	- 1 -	33,804 6	1,695 - 6	
24 - - -	45,275 2	1 -	2,272 19 -	- - -	- 6	- - -	45,275 2	2,272 19 -	
31 - - -	31,769 -	1 -	1,602 16 5	- - -	- 6	- - -	31,769 -	1,602 16 5	
7 February -	56,329 5	1 -	2,775 6 4	- - -	- 6	- - -	56,329 5	2,775 6 4	
14 - - -	42,970 2	1 -	2,160 14 2	- - -	- 6	- - -	42,970 2	2,160 14 2	
21 - - -	48,555 7	1 -	2,443 7 5	- - -	- 6	- - -	48,555 7	2,443 7 5	
28 - - -	121,625 6	1 -	6,087 12 -	- - -	- 6	- - -	121,625 6	6,087 12 -	
7 March -	123,679 1	1 -	6,219 2 11	- - -	- 6	- - -	123,679 1	6,219 2 11	
14 - - -	134,110 1	1 -	6,689 19 10	- - -	- 6	- - -	134,110 1	6,689 19 10	
21 - - -	82,068 3	1 -	4,108 11 2	- - -	- 6	- - -	82,068 3	4,108 11 2	
28 - - -	56,533 -	2 8	6,867 11 -	- - -	- 6	- - -	56,533 -	6,867 11 -	
4 April -	91,345 6	2 8	11,774 12 7	- - -	- 6	- - -	91,345 6	11,774 12 7	
11 - - -	51,583 -	6 8	14,255 12 4	- - -	- 6	- - -	51,583 -	14,255 12 4	
18 - - -	25,961 7	10 8	5,993 14 6	- - -	- 6	- - -	25,961 7	5,993 14 6	
25 - - -	8,409 -	10 8	3,681 19 4	- - -	- 6	- - -	8,409 -	3,681 19 4	
2 May -	7,718 7	10 8	2,226 15 1	- - -	- 6	- - -	7,718 7	2,226 15 1	
9 - - -	3,376 7	10 8	1,470 18 6	- - -	- 6	- - -	3,376 7	1,470 18 6	
16 - - -	1,558 -	10 8	670 4 3	- - -	- 6	- - -	1,558 -	670 4 3	
23 - - -	426 6	10 8	190 3 9	- - -	- 6	- - -	426 6	190 3 9	
30 - - -	165,928 5	6 8	55,311 5 -	- - -	- 6	- - -	165,928 5	55,311 5 -	
6 June -	357,926 1	6 8	119,047 17 9	- - -	- 6	- - -	357,926 1	119,047 17 9	
13 - - -	10,442 4	10 8	3,948 2 8	- - -	- 6	- - -	10,442 4	3,948 2 8	
20 - - -	32,821 -	10 8	15,889 8 4	- - -	- 6	- - -	32,821 -	15,889 8 4	
27 - - -	6,574 6	13 8	3,402 6 9	- - -	- 6	- - -	6,574 6	3,402 6 9	
4 July -	12,829 6	13 8	7,414 19 11	- - -	- 6	- - -	12,829 6	7,414 19 11	
11 - - -	2,016 2	16 8	958 9 -	- - -	- 6	- - -	2,016 2	958 9 -	
18 - - -	3,070 6	16 8	958 3 9	- - -	- 6	- - -	3,070 6	958 3 9	
25 - - -	1,709 3	16 8	644 13 6	- - -	- 6	- - -	1,709 3	644 13 6	
1 August -	2,516 2	16 8	501 13 10	- - -	- 6	- - -	2,516 2	501 13 10	
8 - - -	898 2	13 8	184 8 7	- - -	- 6	- - -	898 2	184 8 7	
15 - - -	804 5	13 8	151 3 11	- - -	- 6	- - -	804 5	151 3 11	
22 - - -	397 2	10 8	206 6 3	- - -	- 6	- - -	397 2	206 6 3	
29 - - -	306 6	10 8	134 - 1	25 -	- 6	- 12 6	331 6	134 12 7	
5 September -	8,200 2	6 8	2,688 12 3	- - -	- 6	- - -	8,200 2	2,688 12 3	
12 - - -	19,516 3	6 8	6,376 8 10	1 1	- 6	- - 6	19,517 4	6,376 9 4	
19 - - -	36,463 2	6 8	11,862 14 3	- - -	- 6	- - -	36,463 2	11,862 14 3	
26 - - -	701,204 6	6 8	233,636 18 5	- - -	- 6	- - -	701,204 6	233,636 18 5	
3 October -	11,620 5	10 8	4,928 19 5	- - -	- 6	- - -	11,620 5	4,928 19 5	
10 - - -	24,759 3	10 8	12,759 6 8	- - -	- 6	- - -	24,759 3	12,759 6 8	
17 - - -	76,604 6	10 8	40,294 7 3	- - -	- 6	- - -	76,604 6	40,294 7 3	
24 - - -	9,250 7	16 8	6,470 10 3	- - -	- 6	- - -	9,250 7	6,470 10 3	
31 - - -	5,413 3	16 8	3,955 7 5	- - -	- 6	- - -	5,413 3	3,955 7 5	
7 November -	2,818 7	18 8	2,164 3 4	3 -	- 6	- 1 6	2,821 7	2,164 4 10	
14 - - -	609 5	18 8	502 9 3	- - -	- 6	- - -	609 5	502 9 3	
21 - - -	744 3	20 8	606 3 -	- - -	5 -	- - -	744 3	606 3 -	

(continued.)

AN ACCOUNT of the Quantity of Foreign and Colonial Wheat, distinguishing each, entered Weekly for Home Consumption, &c.—*continued.*

In the Weeks following the Receipt of the Certificates of average Prices, dated	YEAR 1839— <i>continued.</i>								
	FOREIGN WHEAT.			COLONIAL WHEAT.			TOTAL OF FOREIGN AND COLONIAL WHEAT.		
	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Rates of Duty per Quarter.	Amount of Duty paid.	Quantities entered.	Amount of Duty paid.	
	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>Qrs. bus.</i>	<i>£. s. d.</i>	
28 November 1839	216 3	18 8	91 16 8	- - -	- 6	- - -	216 3	91 16 8	
5 December —	584 -	18 8	541 18 11	- - -	- 6	- - -	584 -	541 18 11	
12 — - —	2,229 3	18 8	2,069 10 9	- - -	- 6	- - -	2,229 3	2,069 10 9	
19 — - —	1,985 -	18 8	1,792 8 7	1 2	- 6	- - 8	1,986 2	1,792 9 3	
26 — - —	7,199 5	18 8	6,402 12 10	- - -	- 6	- - -	7,199 5	6,402 12 10	
2 January 1840 (to the 5th)	324 -	20 8	287 1 7	- - -	- 6	- - -	324 -	287 1 7	
TOTAL in the Year ended 5 Jan. 1840	2,521,494 3	- - -	631,696 16 2	32 3	- - -	- 16 2	2,521,526 6	631,697 12 4	
YEAR 1840.									
2 January - 1840	176 7	20 8	156 1 3	- - -	5 -	- - -	176 7	156 1 3	
9 — - —	1,776 4	20 8	1,785 15 5	- - -	5 -	- - -	1,776 4	1,785 15 5	
16 — - —	1,577 -	20 8	1,610 19 6	- - -	5 -	- - -	1,577 -	1,610 19 6	
23 — - —	601 5	20 8	609 1 9	- - -	5 -	- - -	601 5	609 1 9	
30 — - —	7,095 6	20 8	7,163 5 6	- - -	5 -	- - -	7,095 6	7,163 5 6	
6 February —	175 2	21 8	189 1 10	- - -	5 -	- - -	175 2	189 1 10	
13 — - —	931 4	21 8	970 13 8	- - -	5 -	- - -	931 4	970 13 8	
20 — - —	1,003 7	21 8	1,074 15 10	- - -	5 -	- - -	1,003 7	1,074 15 10	
27 — - —	640 7	21 8	426 11 4	- - -	5 -	- - -	640 7	426 11 4	
5 March —	253 1	21 8	273 9 8	- - -	5 -	- - -	253 1	273 9 8	
12 — - —	377 7	21 8	368 3 8	- - -	5 -	- - -	377 7	368 3 8	
19 — - —	975 4	20 8	981 12 2	- - -	5 -	- - -	975 4	981 12 2	
26 — - —	2,975 6	18 8	2,638 14 2	- - -	- 6	- - -	2,975 6	2,638 14 2	
2 April — -	1,173 7	18 8	1,088 14 5	- - -	- 6	- - -	1,173 7	1,088 14 5	
9 — - —	31,194 5	16 8	25,780 5 4	- - -	- 6	- - -	31,194 5	25,780 5 4	
16 — - —	19,308 3	16 8	16,047 12 8	- 3	- 6	- - 2	19,308 6	16,047 12 10	
23 — - —	3,152 6	16 8	2,624 15 5	- 3	- 6	- - 2	3,153 1	2,624 15 7	
30 — - —	341,925 2	13 8	232,941 2 7	- - -	- 6	- - -	341,925 2	232,941 2 7	
7 May — -	4,645 1	16 8	3,397 11 2	32 -	- 6	- 16 -	4,677 1	3,398 7 2	
14 — - —	9,735 4	16 8	7,601 9 5	- - -	- 6	- - -	9,735 4	7,601 9 5	
21 — - —	10,258 4	16 8	8,307 10 1	- - -	- 6	- - -	10,258 4	8,307 10 1	
28 — - —	13,500 5	16 8	11,155 5 -	- 2	- 6	- - 2	13,500 7	11,155 5 2	
4 June — -	49,855 4	16 8	41,071 11 8	- - -	- 6	- - -	49,855 4	41,071 11 8	
11 — - —	93,481 5	16 8	77,746 9 5	11 4	- 6	2 17 6	93,498 1	77,749 6 11	
18 — - —	3,084 6	18 8	2,603 8 10	- - -	- 6	- - -	3,084 6	2,603 8 10	
25 — - —	3,599 2	18 8	3,120 14 6	- - -	- 6	- - -	3,599 2	3,120 14 6	
2 July — -	1,563 -	18 8	1,429 10 8	- - -	- 6	- - -	1,563 -	1,429 10 8	
9 — - —	546 7	18 8	419 17 10	2 -	- 6	- 1 -	548 7	419 18 10	
16 — - —	365 6	18 8	314 8 5	- - -	- 6	- - -	365 6	314 8 5	
23 — - —	801 1	16 8	645 2 6	- - -	- 6	- - -	801 1	645 2 6	
30 — - —	479 2	16 8	397 17 6	- - -	- 6	- - -	479 2	397 17 6	
6 August —	1,379 2	13 8	943 3 -	- - -	- 6	- - -	1,379 2	943 3 -	
13 — - —	1,418 7	10 8	752 7 1	892 -	- 6	22 6 -	2,310 7	774 13 1	
20 — - —	11,230 2	6 8	3,734 3 3	76 3	- 6	1 18 2	11,306 5	3,736 1 5	
27 — - —	2,468 -	6 8	846 13 4	6 6	- 6	- 3 5	2,474 6	846 16 9	
3 September —	1,217,860 3	2 8	162,271 6 -	- - -	- 6	- - -	1,217,860 3	162,271 6 -	
10 — - —	50,154 2	6 8	16,111 16 2	- - -	- 6	- - -	50,154 2	16,111 16 2	
17 — - —	61,640 6	10 8	32,097 3 1	12 6	- 6	- 6 5	61,653 4	32,097 9 6	
24 — - —	32,783 3	13 8	21,801 1 9	- - -	- 6	- - -	32,783 3	21,801 1 9	
1 October —	14,742 4	18 8	12,227 19 7	- - -	- 6	- - -	14,742 4	12,227 19 7	
8 — - —	7,269 -	20 8	6,841 3 3	- - -	5 -	- - -	7,269 -	6,841 3 3	
15 — - —	4,725 4	21 8	4,065 5 9	- - -	5 -	- - -	4,725 4	4,065 5 9	
22 — - —	1,054 5	22 8	1,115 18 1	- - -	5 -	- - -	1,054 5	1,115 18 1	
29 — - —	207 2	23 8	221 12 1	- - -	5 -	- - -	207 2	221 12 1	
5 November —	1,424 4	23 8	1,440 3 5	1,200 -	5 -	300 - -	2,624 4	1,740 3 5	
12 — - —	1,270 3	23 8	1,411 12 11	90 -	5 -	22 10 -	1,360 3	1,434 2 11	
19 — - —	97 5	24 8	56 18 1	17 2	5 -	4 6 3	114 7	61 4 4	
26 — - —	94 7	24 8	12 19 9	549 -	5 -	137 5 -	643 7	150 4 9	
3 December —	23 -	25 8	29 10 9	- - -	5 -	- - -	23 -	29 10 9	
10 — - —	3,100 1	25 8	3,162 18 2	1,158 -	5 -	289 10 -	4,258 1	3,452 8 2	
17 — - —	31 3	26 8	20 6 8	- - -	5 -	- - -	31 3	20 6 8	
24 — - —	5 5	26 8	- 13 -	- - -	5 -	- - -	5 5	- 13 -	
31 — - —	- - -	27 8	- - -	655 -	5 -	163 15 -	655 -	163 15 -	
TOTAL in the Year ended 5 Jan. 1841	2,020,214 6	- - -	724,106 8 4	4,703 5	- - -	945 15 3	2,024,918 3	725,052 3 7	

Note.—On an examination of this Account, it will be found that in some instances the quantity of Wheat entered for Home Consumption in a particular week, computed at the rate of Duty then in operation, will not produce a sum corresponding precisely with the amount of Duty which is stated to have been received in that week: the disagreement in such cases is ascribable to the postponement of entries, the abatement of Duty on quantities damaged, and other causes connected with the practical regulations of the Custom House.

Inspector General's Office,
Custom House, London,
19 June 1841.

William Irving,
Inspector General of Imports and Exports.

— 3. —

WHEAT AND WHEAT FLOUR, &c.

AN ACCOUNT of the Quantities of FOREIGN WHEAT and WHEAT FLOUR, stated in Quarters, and of all other kinds of FOREIGN GRAIN and PULSE respectively, that were imported; and also the Quantities of each which were taken for HOME CONSUMPTION in each Month, since the passing of the Act 9 Geo. 4, c. 60; showing also the Quantities of each remaining in Warehouse at the end of each Month, up to the latest Period to which the same can be made out.

WHEAT AND WHEAT FLOUR.									
	QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.		
	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
1828: From 15th July - - -	11,016	9,572	20,588	49	9,440	9,489	235,910	218	236,128
- August - - - -	28,460	5,336	33,796	225	5,365	5,580	253,249	570	253,819
- September - - - -	64,080	855	64,935	22,403	805	23,208	283,603	570	284,173
- October - - - -	95,287	2,073	97,360	368	1,694	2,062	373,978	646	374,624
- November - - - -	172,493	1,547	174,040	439,141	1,980	441,121	108,043	212	108,255
- December - - - -	199,463	747	200,210	278,272	747	279,019	32,006	212	32,217
TOTAL of the period between 15 July and 31 Dec. 1828 }	570,799	20,130	590,929	740,458	20,021	760,479			
1829: January - - - -	325,968	65	326,033	332,736	65	332,801	26,489	205	26,694
- February - - - -	139,909	-	139,909	141,729	1	141,730	25,606	71	25,677
- March - - - -	116,606	-	116,606	133,354	-	133,354	10,222	71	10,293
- April - - - -	94,991	1,214	96,205	11,366	1,214	12,580	89,592	72	89,664
- May - - - -	158,558	1,942	160,500	23,319	1,942	25,261	213,323	72	213,395
- June - - - -	162,441	902	163,343	80,577	902	81,479	291,802	72	291,874
- July - - - -	277,365	1,798	279,163	474,464	1,798	476,262	94,838	72	94,910
- August - - - -	186,745	111	186,856	25,280	111	25,391	249,845	72	249,917
- September - - - -	140,761	652	141,413	178,892	517	179,409	206,031	207	206,238
- October - - - -	60,577	613	61,190	31,658	653	32,311	217,130	167	217,297
- November - - - -	26,232	388	26,620	566	167	733	221,160	241	221,401
- December - - - -	25,289	2,654	27,943	155	1,235	1,390	246,092	1,680	247,752
TOTAL of the Year 1829 (ending 31 December) }	1,715,442	10,339	1,725,781	1,434,096	8,605	1,442,701			
1830: January - - - -	13,129	2,554	15,683	424	1,288	1,712	256,532	2,927	259,459
- February - - - -	8,498	117	8,615	139	262	401	262,476	2,769	265,245
- March - - - -	12,382	37	12,419	49	215	264	268,879	2,590	271,469
- April - - - -	56,245	1	56,246	7,406	362	7,768	316,377	2,229	318,606
- May - - - -	273,051	476	273,527	244,581	540	245,121	344,553	2,165	346,718
- June - - - -	204,827	403	205,230	24,480	209	24,689	524,040	2,358	526,399
- July - - - -	198,014	16,049	214,063	11,110	18,230	29,340	700,560	65	700,625
- August - - - -	299,862	28,579	328,441	337,082	26,995	364,077	672,281	1,920	674,201
- September - - - -	359,899	8,393	368,292	1,032,098	10,253	1,042,341	14,800	61	14,861
- October - - - -	73,585	1,892	75,477	8,049	243	8,292	57,798	1,374	59,172
- November - - - -	44,340	5,074	49,414	1,720	1,503	3,223	98,344	5,279	103,623
- December - - - -	48,936	6,940	55,876	160	459	619	143,131	11,236	154,367
TOTAL of the Year 1830 (ending 31 December) }	1,592,768	70,515	1,663,283	1,667,288	60,559	1,727,847			
1831: January - - - -	47,925	25,858	73,783	281	35,861	36,142	191,819	411	192,230
- February - - - -	36,963	3,335	40,298	1,336	2,348	3,684	219,809	1,392	221,201
- March - - - -	271,751	134	271,885	486,790	361	487,151	7,209	309	7,518
- April - - - -	341,542	36	341,578	316,520	254	316,774	36,527	86	36,613
- May - - - -	440,654	2,008	442,662	454,129	2,039	456,168	29,881	55	29,936
- June - - - -	205,190	26,700	231,890	79,902	26,700	106,602	149,670	55	149,726
- July - - - -	284,670	34,784	319,454	18,565	13,765	32,330	404,086	23,927	428,013
- August - - - -	195,594	59,977	255,571	8,847	5,915	14,762	585,742	76,543	662,285
- September - - - -	145,150	39,164	184,314	1,197	11,430	12,627	724,118	102,807	826,925
- October - - - -	36,012	13,156	49,168	770	19,000	19,770	740,623	100,631	841,254
- November - - - -	33,672	11,169	44,841	31	11,489	11,520	759,719	100,649	860,368
- December - - - -	44,689	9,837	54,526	676	8,534	9,210	801,520	99,925	901,445
TOTAL of the Year 1831 (ending 31 December) }	2,033,812	226,158	2,309,970	1,369,044	137,696	1,506,740			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

WHEAT AND WHEAT FLOUR—continued.									
	QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.		
	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
1832: January - - - -	31,247	7,088	38,335	656	10,591	11,247	821,206	99,015	920,221
- February - - - -	7,666	2,315	9,981	166	6,925	7,091	819,637	95,391	915,028
- March - - - -	21,342	224	21,566	118	9,423	9,541	813,300	81,851	895,151
- April - - - -	34,008	790	34,798	2,566	9,836	12,402	796,323	72,049	868,372
- May - - - -	57,495	111	57,606	442	4,524	4,966	816,054	67,994	884,048
- June - - - -	43,321	2,056	45,377	340	8,151	8,491	801,561	62,087	863,648
- July - - - -	34,063	30,702	64,765	3,210	32,270	35,480	828,946	68,696	894,641
- August - - - -	53,228	41,046	94,274	63,453	40,635	104,088	796,385	64,261	860,646
- September - - - -	33,223	19,320	52,543	111,465	27,325	138,790	693,286	54,721	748,007
- October - - - -	17,402	7,125	24,527	119	13,939	14,058	687,800	46,945	734,745
- November - - - -	8,418	9,080	17,498	135	15,959	16,094	683,615	39,833	723,448
- December - - - -	3,973	4,659	8,632	100	14,407	14,507	673,673	28,620	702,293
TOTAL of the Year 1832 (ending 31 December)	345,386	124,516	469,902	182,770	193,985	376,755			
1833: January - - - -	1,232	2,090	3,322	72	6,402	6,474	668,129	25,485	693,614
- February - - - -	27	2,967	2,994	28	3,338	3,366	668,794	24,811	693,605
- March - - - -	3,671	215	3,886	37	3,731	3,768	663,877	19,378	683,255
- April - - - -	8,409	152	8,561	12	1,481	1,493	656,333	18,650	674,983
- May - - - -	24,453	2,688	27,141	22	2,532	2,554	661,581	18,713	680,294
- June - - - -	21,348	8,012	29,360	66	8,427	8,493	678,083	17,352	695,435
- July - - - -	12,887	19,849	32,536	20	16,277	16,297	687,343	20,389	707,732
- August - - - -	14,173	26,036	40,209	93	13,413	13,506	698,669	33,497	732,166
- September - - - -	53,008	26,266	79,274	146	12,022	12,168	736,212	47,742	783,954
- October - - - -	22,010	3,915	25,925	436	3,744	4,180	748,099	47,869	795,968
- November - - - -	18,323	9,802	28,125	221	6,438	6,659	764,185	50,170	814,355
- December - - - -	8,688	12,605	21,293	125	4,901	5,026	764,984	57,868	822,852
TOTAL of the Year 1833 (ending 5 January 1834)	183,229	114,336	297,565	1,330	82,706	84,036			
1834: January - - - -	606	6,188	6,772	132	4,113	4,245	757,462	59,188	816,650
- February - - - -	3,957	4,815	8,772	26	4,995	5,021	745,134	58,999	804,133
- March - - - -	5,597	1,416	7,013	3	3,685	3,688	734,485	58,184	792,669
- April - - - -	3,233	1,922	5,155	10	3,231	3,241	730,793	55,392	786,185
- May - - - -	21,086	18	21,104	8	4,323	4,331	743,580	51,814	795,394
- June - - - -	14,128	1,799	15,927	3	5,166	5,169	749,863	48,330	798,193
- July - - - -	13,519	9,767	23,286	6	10,512	10,518	750,253	47,598	797,851
- August - - - -	20,573	10,539	31,111	5	7,410	7,415	745,257	50,226	795,483
- September - - - -	17,583	5,413	22,996	27	5,100	5,127	733,485	49,954	783,439
- October - - - -	2,865	4,559	7,424	7	3,986	3,993	727,281	50,349	777,630
- November - - - -	2,606	10,755	13,371	57	9,323	9,380	717,258	51,935	769,193
- December - - - -	3,981	9,409	13,390	6	2,840	2,846	715,132	59,053	774,185
TOTAL of the Year 1834 (ending 5 January 1835)	109,734	66,587	176,321	290	64,684	64,974			
1835: January - - - -	107	4,515	4,622	9	1,988	1,997	706,529	61,605	768,134
- February - - - -	960	3,470	4,430	2	1,869	1,871	701,815	63,206	765,021
- March - - - -	2,818	408	3,226	11	2,550	2,561	697,044	61,069	758,113
- April - - - -	3,905	25	3,930	36	1,582	1,618	686,242	59,512	745,754
- May - - - -	2,296	237	2,533	6	2,135	2,141	672,242	57,530	729,772
- June - - - -	505	2,977	3,482	8	2,307	2,315	661,006	58,442	719,448
- July - - - -	4,664	2,573	7,237	8	3,622	3,625	656,458	58,053	714,511
- August - - - -	15,190	6,119	21,309	16	3,447	3,463	656,511	60,089	716,600
- September - - - -	8,905	71	8,976	6	2,980	2,986	649,240	56,563	705,803
- October - - - -	1,460	664	2,124	12	2,183	2,195	641,613	55,044	696,657
- November - - - -	3,500	493	3,993	16	2,676	2,692	635,405	53,578	688,983
- December - - - -	2,491	1,552	4,043	4	1,091	1,095	627,180	53,978	681,158
TOTAL of the Year 1835 (ending 5 January 1836)	43,801	23,104	66,905	124	28,430	28,554			
1836: January - - - -	2,321	11	2,332	5	1,011	1,016	606,312	52,978	659,290
- February - - - -	916	1	917	2	2,157	2,159	587,801	51,291	639,092
- March - - - -	1,611	-	1,611	1	1,069	1,070	557,458	50,224	607,682
- April - - - -	9,784	-	9,784	7	1,990	1,997	543,803	48,162	591,965
- May - - - -	17,182	36	17,218	10	1,317	1,327	552,071	46,951	599,022
- June - - - -	31,255	-	31,255	4	1,247	1,251	572,904	45,704	618,608
- July - - - -	16,439	1,766	18,205	162	4,294	4,456	577,641	43,175	620,816
- August - - - -	44,915	281	45,196	181	2,766	2,947	597,986	40,691	638,677
- September - - - -	47,088	149	47,237	135	4,696	4,831	598,888	35,841	634,729
- October - - - -	26,910	3,248	29,158	127	3,690	3,817	592,543	34,948	627,491
- November - - - -	19,782	989	20,771	83	2,868	2,951	598,169	32,927	631,096
- December - - - -	17,300	759	18,059	328	1,957	2,285	599,463	31,980	631,443
TOTAL of the Year 1836 (ending 5 January 1837)	234,503	7,240	241,743	1,045	29,062	30,107			

— — — — — Please respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

WHEAT AND WHEAT FLOUR—continued.

	QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.		
	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
1837: January - - - -	7,800	70	7,870	1,394	590	1,984	597,640	31,380	629,020
- February - - - -	16,247	-	16,247	913	1,085	1,998	571,662	30,295	601,957
- March - - - -	19,869	547	20,416	203	2,224	2,427	532,018	28,696	560,714
- April - - - -	15,528	457	15,985	1,327	1,936	3,263	504,310	27,218	531,528
- May - - - -	60,942	1,361	62,303	528	2,911	3,439	548,059	25,607	573,666
- June - - - -	88,544	3,906	92,450	324	1,081	1,405	628,229	28,432	656,661
- July - - - -	54,457	2,325	56,782	1,498	2,541	4,039	673,038	28,216	701,254
- August - - - -	80,192	261	80,453	15,996	8,113	24,109	722,567	20,384	742,951
- September - - - -	112,639	3,657	116,296	163,405	6,369	169,774	645,167	17,558	662,725
- October - - - -	34,953	2,371	37,324	25,035	2,786	27,821	638,315	17,267	655,582
- November - - - -	19,273	693	19,966	139	2,222	2,361	637,239	15,466	652,705
- December - - - -	33,706	124	33,830	135	1,517	1,652	630,310	14,361	644,671
TOTAL of the Year 1837 (ending 5 January 1838)	544,150	15,792	559,942	210,897	33,375	244,272			
1838: January - - - -	5,215	246	5,461	25	1,545	1,570	611,578	13,062	624,635
- February - - - -	4,768	-	4,768	585	983	1,518	588,236	12,079	600,314
- March - - - -	2,543	1,065	3,608	55	2,896	2,951	554,666	10,319	564,985
- April - - - -	6,269	86	6,355	1,550	320	1,870	530,266	10,086	540,352
- May - - - -	35,446	1,365	36,811	188	2,806	2,994	551,379	8,545	560,024
- June - - - -	69,717	216	69,933	276	577	863	610,307	8,283	618,590
- July - - - -	101,781	894	102,675	2,983	6,603	9,586	701,016	2,521	703,537
- August - - - -	257,181	2,573	259,754	11,394	3,497	14,891	918,289	1,596	919,885
- September - - - -	562,376	784	563,160	1,519,118	934	1,514,047	4,450	1,500	5,950
- October - - - -	20,277	1,270	21,547	11,266	1,273	12,539	11,742	1,498	13,240
- November - - - -	46,205	5,817	52,022	530	6,765	7,295	56,803	549	57,352
- December - - - -	243,596	2,327	245,923	276,968	1,448	278,416	24,229	1,500	25,729
TOTAL of the Year 1838 (ending 5 January 1839)	1,355,314	16,643	1,371,957	1,818,828	29,647	1,848,475			
1839: January - - - -	164,010	96	164,106	168,084	96	168,180	19,001	1,489	20,490
- February - - - -	234,215	343	234,558	232,891	343	233,234	20,510	1,489	21,999
- March - - - -	494,020	454	494,474	519,618	454	520,072	7,405	1,489	8,894
- April - - - -	228,409	429	228,838	186,921	429	187,350	47,685	1,489	49,174
- May - - - -	312,729	144	312,873	95,660	144	95,804	258,190	1,489	259,679
- June - - - -	298,227	650	298,877	504,715	650	505,365	49,728	1,489	51,217
- July - - - -	121,927	5,696	127,623	18,710	5,104	23,814	148,514	2,081	150,595
- August - - - -	243,913	1,388	245,301	2,289	1,979	4,268	383,494	1,490	384,984
- September - - - -	427,654	604	428,258	812,133	605	812,738	7,029	1,489	8,518
- October - - - -	145,333	82	145,415	123,135	57	123,192	22,475	1,514	23,989
- November - - - -	76,887	329	77,166	16,918	331	17,249	80,570	1,513	82,083
- December - - - -	115,559	2,557	118,116	17,957	2,550	20,507	174,188	1,494	175,682
TOTAL of the Year 1839 (ending 5 January 1840)	2,862,883	12,772	2,875,655	2,698,981	12,742	2,711,723			
1840: January - - - -	58,024	585	58,609	6,680	294	6,974	224,418	1,797	226,215
- February - - - -	69,003	556	69,559	9,982	591	10,573	278,564	1,750	280,314
- March - - - -	71,741	6	71,747	7,861	265	8,126	337,838	1,491	339,329
- April - - - -	257,554	1,265	258,819	137,868	1,265	139,133	448,117	1,491	449,608
- May - - - -	407,360	251	407,611	406,939	283	407,222	438,534	1,459	439,993
- June - - - -	322,668	8,104	330,772	179,769	8,120	187,889	568,508	1,444	569,952
- July - - - -	231,837	20,690	252,527	4,965	20,646	25,611	785,616	1,489	787,105
- August - - - -	320,508	17,096	337,604	412,496	16,993	429,489	686,552	1,592	688,144
- September - - - -	415,370	26,192	441,562	1,105,855	26,659	1,132,514	9,595	1,453	11,048
- October - - - -	36,695	11,305	48,000	9,958	7,583	17,541	29,694	5,219	34,913
- November - - - -	44,289	31,660	75,949	3,073	17,392	20,465	63,623	16,465	80,088
- December - - - -	49,240	30,766	80,006	3,191	13,708	16,899	102,845	36,563	139,408
TOTAL of the Year 1840 (ending 5 January 1841)	2,284,269	148,476	2,432,745	2,287,637	113,799	2,401,436			
1841: January - - - -	8,985	17,043	26,028	112	15,098	15,210	109,325	36,866	146,191
- February - - - -	15,812	9,771	25,583	317	12,219	12,536	121,803	34,114	155,917
- March - - - -	25,145	4,491	29,636	832	8,176	9,008	144,318	30,344	174,662
- April - - - -	104,192	2,725	106,917	80,053	7,416	87,469	161,686	25,678	187,364
- May - - - -	355,266	1,957	357,223	117,990	5,340	123,330	392,403	22,972	415,375
TOTAL of the first Five Months of 1841	509,400	35,987	545,387	199,304	48,249	247,553			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

B A R L E Y.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1828: From 15 July - - -	18,494	- -	18,494	1,849	- -	1,849	89,351	- -	89,351
- August - - - - -	19,207	- -	19,207	13,004	- -	13,004	91,213	- -	91,213
- September - - - -	23,872	- -	23,872	30,612	- -	30,612	86,325	- -	86,325
- October - - - - -	6,211	- -	6,211	4,511	- -	4,511	87,298	- -	87,298
- November - - - -	18,789	- -	18,789	5,782	- -	5,782	96,709	- -	96,709
- December - - - -	38,917	- -	38,917	139,317	- -	139,317	699	- -	699
TOTAL of the period between 15 July and 31 Dec. 1828 }	125,490	- -	125,490	195,075	- -	195,075			
1829: January - - - -	112,447	- -	112,447	100,234	- -	100,234	11,933	- -	11,933
- February - - - - -	15,409	- -	15,409	17,302	- -	17,302	10,950	- -	10,950
- March - - - - -	6,964	- -	6,964	1,635	- -	1,635	16,235	- -	16,235
- April - - - - -	12,304	- -	12,304	967	- -	967	26,238	- -	26,238
- May - - - - -	41,013	- -	41,013	1,443	- -	1,443	58,628	- -	58,628
- June - - - - -	30,177	- -	30,177	96	- -	96	87,853	- -	87,853
- July - - - - -	16,852	- -	16,852	1,385	- -	1,385	103,451	- -	103,451
- August - - - - -	19,187	- -	19,187	7,478	- -	7,478	114,452	- -	114,452
- September - - - -	16,313	- -	16,313	5,424	- -	5,424	126,082	- -	126,082
- October - - - - -	16,505	- -	16,505	87,552	- -	87,552	53,883	- -	53,883
- November - - - -	12,533	- -	12,533	5,781	- -	5,781	61,041	- -	61,041
- December - - - -	6,094	- -	6,094	502	- -	502	64,979	- -	64,979
TOTAL of the Year 1829 (ending 31 December) }	305,798	- -	305,798	229,799	- -	229,799			
1830: January - - - -	549	- -	549	- -	- -	- -	64,721	- -	64,721
- February - - - - -	72	- -	72	72	- -	72	65,063	- -	65,063
- March - - - - -	- -	- -	- -	7	- -	7	65,538	- -	65,538
- April - - - - -	1,768	- -	1,768	- -	- -	- -	67,287	- -	67,287
- May - - - - -	15,596	- -	15,596	376	- -	376	80,272	- -	80,272
- June - - - - -	27,569	- -	27,569	1,976	- -	1,976	105,656	- -	105,656
- July - - - - -	15,256	- -	15,256	897	- -	897	120,156	- -	120,156
- August - - - - -	20,050	- -	20,050	1,424	- -	1,424	139,671	- -	139,671
- September - - - -	20,858	- -	20,858	13,899	- -	13,899	146,543	- -	146,543
- October - - - - -	15,585	- -	15,585	4,407	- -	4,407	156,631	- -	156,631
- November - - - -	4,480	- -	4,480	8,258	- -	8,258	154,343	- -	154,343
- December - - - -	10,427	- -	10,427	17,189	- -	17,189	147,025	- -	147,025
TOTAL of the Year 1830 (ending 31 December) }	132,210	- -	132,210	48,505	- -	48,505			
1831: January - - - -	10,329	- -	10,329	9,550	- -	9,550	147,440	- -	147,440
- February - - - - -	7,730	- -	7,730	82,065	- -	82,065	74,663	- -	74,663
- March - - - - -	32,510	- -	32,510	104,267	- -	104,267	3,710	- -	3,710
- April - - - - -	139,276	- -	139,276	140,724	- -	140,724	2,262	- -	2,262
- May - - - - -	75,140	- -	75,140	77,060	- -	77,060	343	- -	343
- June - - - - -	31,276	- -	31,276	30,582	- -	30,582	1,018	- -	1,018
- July - - - - -	12,273	- -	12,273	9,734	- -	9,734	2,545	- -	2,545
- August - - - - -	5,303	210	5,513	388	- -	388	7,065	210	7,275
- September - - - -	8,092	13	8,105	364	86	450	14,201	129	14,330
- October - - - - -	1,440	- -	1,440	72	129	201	16,023	- -	16,023
- November - - - -	5,860	- -	5,860	5,259	- -	5,259	16,470	- -	16,470
- December - - - -	39,580	- -	39,580	54,330	- -	54,330	1,889	- -	1,889
TOTAL of the Year 1831 (ending 31 December) }	368,809	223	369,032	514,395	215	514,610			
1832: January - - - -	36,232	- -	36,232	31,304	- -	31,304	6,484	- -	6,484
- February - - - - -	12,077	- -	12,077	4,703	- -	4,703	12,084	- -	12,084
- March - - - - -	3,986	- -	3,986	7,375	- -	7,375	6,308	- -	6,308
- April - - - - -	18,932	- -	18,932	10,293	- -	10,293	13,863	- -	13,863
- May - - - - -	9,892	- -	9,892	3,316	- -	3,316	20,257	- -	20,257
- June - - - - -	3,760	97	3,857	3,586	- -	3,586	20,412	97	20,509
- July - - - - -	4,214	- -	4,214	1,526	- -	1,526	23,053	97	23,150
- August - - - - -	7,280	- -	7,280	6,741	97	6,838	23,572	- -	23,572
- September - - - -	1,131	- -	1,131	3,900	- -	3,900	20,811	- -	20,811
- October - - - - -	1,461	- -	1,461	5,145	- -	5,145	18,679	- -	18,679
- November - - - -	2,657	- -	2,657	2	- -	2	18,000	- -	18,000
- December - - - -	91	- -	91	- -	- -	- -	17,504	- -	17,504
TOTAL of the Year 1832 (ending 31 December) }	101,713	97	101,810	77,891	97	77,988			

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c. —continued.

BARLEY—continued.

	QUANTITIES IMPORTED.									QUANTITIES ENTERED FOR HOME CONSUMPTION.						QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.		
	Foreign.			Colonial.			TOTAL.			Foreign.			Colonial.			TOTAL.		
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
1833: January - - - -	129	-	129	-	-	-	-	-	17,592	-	-	-	-	-	-	17,592	-	-
- February - - - -	-	-	-	-	-	-	-	-	17,101	-	-	-	-	-	-	17,101	-	-
- March - - - -	1	-	1	-	-	-	-	1	17,086	-	-	-	-	-	-	17,086	-	-
- April - - - -	96	-	96	-	-	-	-	-	16,039	-	-	-	-	-	-	16,039	-	-
- May - - - -	-	-	-	-	-	-	-	-	16,471	-	-	-	-	-	-	16,471	-	-
- June - - - -	988	-	988	-	-	-	-	-	17,414	-	-	-	-	-	-	17,414	-	-
- July - - - -	15,278	-	15,278	-	-	-	-	1	32,648	-	-	-	-	-	-	32,648	-	-
- August - - - -	7,973	-	7,973	-	-	-	-	-	40,493	-	-	-	-	-	-	40,493	-	-
- September - - - -	21,451	-	21,451	-	-	-	-	4	61,903	-	-	-	-	-	-	61,903	-	-
- October - - - -	11,725	-	11,725	-	-	-	-	24	72,087	-	-	-	-	-	-	72,087	-	-
- November - - - -	19,054	-	19,054	-	-	-	-	1,178	89,916	-	-	-	-	-	-	89,916	-	-
- December - - - -	8,526	-	8,526	-	-	-	-	18	98,341	-	-	-	-	-	-	98,341	-	-
TOTAL of the Year 1833 (ending 5 January 1834)	85,221	-	85,221	-	-	-	-	1,226	-	-	-	-	-	-	-	-	-	-
1834: January - - - -	12,563	-	12,563	-	-	-	-	3	110,395	-	-	-	-	-	-	110,395	-	-
- February - - - -	4,218	-	4,218	-	-	-	-	13	113,384	-	-	-	-	-	-	113,384	-	-
- March - - - -	2,122	-	2,122	-	-	-	-	-	113,613	-	-	-	-	-	-	113,613	-	-
- April - - - -	5,559	-	5,559	-	-	-	-	78	112,877	-	-	-	-	-	-	112,877	-	-
- May - - - -	3,076	-	3,076	-	-	-	-	11	118,192	-	-	-	-	-	-	118,192	-	-
- June - - - -	2,896	-	2,896	-	-	-	-	1	120,832	-	-	-	-	-	-	120,832	-	-
- July - - - -	7,246	-	7,246	-	-	-	-	-	128,596	-	-	-	-	-	-	128,596	-	-
- August - - - -	12,502	-	12,502	-	-	-	-	7	140,900	-	-	-	-	-	-	140,900	-	-
- September - - - -	12,160	-	12,160	-	-	-	-	329	151,450	-	-	-	-	-	-	151,450	-	-
- October - - - -	3,648	-	3,648	-	-	-	-	172	154,016	-	-	-	-	-	-	154,016	-	-
- November - - - -	8,643	-	8,643	-	-	-	-	1,524	161,089	-	-	-	-	-	-	161,089	-	-
- December - - - -	13,929	-	13,929	-	-	-	-	8,933	165,717	-	-	-	-	-	-	165,717	-	-
TOTAL of the Year 1834 (ending 5 January 1835)	88,562	-	88,562	-	-	-	-	11,071	-	-	-	-	-	-	-	-	-	-
1835: January - - - -	6,217	-	6,217	-	-	-	-	6,484	165,446	-	-	-	-	-	-	165,446	-	-
- February - - - -	5,064	-	5,064	-	-	-	-	3,527	166,942	-	-	-	-	-	-	166,942	-	-
- March - - - -	14,943	-	14,943	-	-	-	-	24,035	157,935	-	-	-	-	-	-	157,935	-	-
- April - - - -	21,750	-	21,750	-	-	-	-	34,017	144,180	-	-	-	-	-	-	144,180	-	-
- May - - - -	14,565	-	14,565	-	-	-	-	64,868	94,516	-	-	-	-	-	-	94,516	-	-
- June - - - -	4,229	-	4,229	-	-	-	-	3,726	93,103	-	-	-	-	-	-	93,103	-	-
- July - - - -	1,021	-	1,021	-	-	-	-	39	88,827	-	-	-	-	-	-	88,827	-	-
- August - - - -	-	-	-	-	-	-	-	18	79,956	-	-	-	-	-	-	79,956	-	-
- September - - - -	4	-	4	-	-	-	-	78	64,114	-	-	-	-	-	-	64,114	-	-
- October - - - -	2	-	2	-	-	-	-	23	58,618	-	-	-	-	-	-	58,618	-	-
- November - - - -	-	-	-	-	-	-	-	14	54,674	-	-	-	-	-	-	54,674	-	-
- December - - - -	1	-	1	-	-	-	-	24	51,762	-	-	-	-	-	-	51,762	-	-
TOTAL of the Year 1835 (ending 5 January 1836)	67,796	-	67,796	-	-	-	-	136,853	-	-	-	-	-	-	-	-	-	-
1836: January - - - -	-	-	-	-	-	-	-	-	49,806	-	-	-	-	-	-	49,806	-	-
- February - - - -	-	-	-	-	-	-	-	-	47,182	-	-	-	-	-	-	47,182	-	-
- March - - - -	-	-	-	-	-	-	-	29	41,343	-	-	-	-	-	-	41,343	-	-
- April - - - -	1	-	1	-	-	-	-	4	36,991	-	-	-	-	-	-	36,991	-	-
- May - - - -	87	-	87	-	-	-	-	60	37,720	-	-	-	-	-	-	37,720	-	-
- June - - - -	4,675	-	4,675	-	-	-	-	9,414	30,923	-	-	-	-	-	-	30,923	-	-
- July - - - -	6,030	-	6,030	-	-	-	-	2,768	32,629	-	-	-	-	-	-	32,629	-	-
- August - - - -	12,965	-	12,965	-	-	-	-	10,312	34,929	-	-	-	-	-	-	34,929	-	-
- September - - - -	12,061	-	12,061	-	-	-	-	9,909	36,747	-	-	-	-	-	-	36,747	-	-
- October - - - -	2,552	-	2,552	-	-	-	-	5,974	33,310	-	-	-	-	-	-	33,310	-	-
- November - - - -	5,293	-	5,293	-	-	-	-	4,981	33,608	-	-	-	-	-	-	33,608	-	-
- December - - - -	39,819	-	39,819	-	-	-	-	66,570	7,078	-	-	-	-	-	-	7,078	-	-
TOTAL of the Year 1836 (ending 5 January 1837)	83,483	-	83,483	-	-	-	-	110,021	-	-	-	-	-	-	-	-	-	-
1837: January - - - -	19,870	-	19,870	-	-	-	-	21,650	5,537	-	-	-	-	-	-	5,537	-	-
- February - - - -	19,631	-	19,631	-	-	-	-	14,896	9,307	-	-	-	-	-	-	9,307	-	-
- March - - - -	19,717	-	19,717	-	-	-	-	6,763	20,334	-	-	-	-	-	-	20,334	-	-
- April - - - -	7,360	-	7,360	-	-	-	-	1,768	24,074	-	-	-	-	-	-	24,074	-	-
- May - - - -	7,479	-	7,479	-	-	-	-	144	28,837	-	-	-	-	-	-	28,837	-	-
- June - - - -	8,976	-	8,976	-	-	-	-	-	37,759	-	-	-	-	-	-	37,759	-	-
- July - - - -	1,614	-	1,614	-	-	-	-	-	38,854	-	-	-	-	-	-	38,854	-	-
- August - - - -	2,002	-	2,002	-	-	-	-	-	40,452	-	-	-	-	-	-	40,452	-	-
- September - - - -	-	-	-	-	-	-	-	-	40,416	-	-	-	-	-	-	40,416	-	-
- October - - - -	52	-	52	-	-	-	-	80	39,468	-	-	-	-	-	-	39,468	-	-
- November - - - -	2	-	2	-	-	-	-	943	38,392	-	-	-	-	-	-	38,392	-	-
- December - - - -	1,088	-	1,088	-	-	-	-	1,231	37,053	-	-	-	-	-	-	37,053	-	-
TOTAL of the Year 1837 (ending 5 January 1838)	87,791	-	87,791	-	-	-	-	47,475	-	-	-	-	-	-	-	-	-	-

(continued.)

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

BARLEY—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1838: January - - - -	-	-	3	-	3	35,794	-	35,794	
- February - - - -	-	-	-	-	-	35,714	-	35,714	
- March - - - -	1	1	4	-	4	32,048	-	32,048	
- April - - - -	71	71	33	-	33	29,255	-	29,255	
- May - - - -	11	11	-	-	-	26,431	-	26,431	
- June - - - -	1,003	1,003	200	-	200	26,183	-	26,183	
- July - - - -	-	-	569	-	569	23,365	-	23,365	
- August - - - -	341	341	1,280	-	1,280	18,948	-	18,948	
- September - - - -	776	776	5,331	-	5,331	12,527	-	12,527	
- October - - - -	-	-	772	-	772	11,563	-	11,563	
- November - - - -	-	-	-	-	-	11,447	-	11,447	
- December - - - -	-	-	-	-	-	11,469	-	11,469	
TOTAL of the Year 1838 (ending 5 January 1839)			2,203	-	2,203	8,192	-	8,192	
1839: January - - - -	505	505	8	-	8	11,880	-	11,880	
- February - - - -	10,808	10,808	20,033	-	20,033	2,661	-	2,661	
- March - - - -	28,392	28,392	31,071	-	31,071	498	-	498	
- April - - - -	29,238	29,238	20,171	-	20,171	8,965	-	8,965	
- May - - - -	84,651	84,651	52,961	-	52,961	41,149	-	41,149	
- June - - - -	50,280	50,280	92,151	-	92,151	826	-	826	
- July - - - -	41,195	41,195	39,113	-	39,113	2,906	-	2,906	
- August - - - -	42,862	42,862	37,938	-	37,938	7,073	-	7,073	
- September - - - -	32,209	32,209	30,863	-	30,863	8,506	-	8,506	
- October - - - -	46,558	46,558	46,735	-	46,735	9,264	-	9,264	
- November - - - -	99,819	99,819	107,742	-	107,742	2,170	-	2,170	
- December - - - -	113,388	113,388	115,515	-	115,515	1,121	-	1,121	
TOTAL of the Year 1839 ending 5 January 1840			579,405	-	579,405	594,301	-	594,301	
1840: January - - - -	60,419	60,419	61,414	-	61,414	126	-	126	
- February - - - -	80,709	80,709	80,515	-	80,515	374	-	374	
- March - - - -	64,381	64,381	56,049	-	56,049	8,394	-	8,394	
- April - - - -	149,302	149,302	139,609	-	139,609	18,377	-	18,377	
- May - - - -	121,139	121,139	143,937	-	143,937	2,046	-	2,046	
- June - - - -	50,969	50,969	41,861	-	41,861	9,535	-	9,535	
- July - - - -	42,473	42,473	24,214	-	24,214	25,439	-	25,439	
- August - - - -	13,858	13,858	1,559	-	1,559	37,157	-	37,157	
- September - - - -	10,380	10,380	962	-	962	47,022	-	47,022	
- October - - - -	9,414	9,414	20,132	-	20,132	36,218	-	36,218	
- November - - - -	16,137	16,137	45,200	-	45,200	7,064	-	7,064	
- December - - - -	6,256	6,256	4,349	-	4,349	9,110	-	9,110	
TOTAL of the Year 1840 (ending 5 January 1841)			625,437	-	625,437	619,801	-	619,801	
1841: January - - - -	17	17	17	-	17	8,918	-	8,918	
- February - - - -	859	859	32	-	32	9,613	-	9,613	
- March - - - -	2,429	2,429	24	-	24	11,970	-	11,970	
- April - - - -	1,383	1,383	-	-	-	13,294	-	13,294	
- May - - - -	6,298	6,298	1,378	-	1,378	16,259	-	16,259	
TOTAL of the first Five Months of 1841			10,986	-	10,986	1,451	-	1,451	
OATS AND OATMEAL									
1828: From 15 July - - -	4,968	4,968	-	-	-	28,133	-	28,133	
- August - - - -	10,035	10,035	60	-	60	37,815	-	37,815	
- September - - - -	28,313	28,313	3,741	-	3,741	61,844	-	61,844	
- October - - - -	11,605	11,605	210	-	210	71,465	-	71,465	
- November - - - -	61,268	61,268	671	-	671	120,211	-	120,211	
- December - - - -	31,062	580	7,108	580	7,688	143,606	-	143,606	
TOTAL of the period between 15 July and 31 December 1828			147,251	580	147,831	11,790	580	12,370	

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

OATS AND OATMEAL—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1829: January - - -	57,407	48	57,455	1,328	48	1,376	200,073	-	200,073
- February - - -	20,449	-	20,449	431	-	431	220,078	-	220,078
- March - - -	12,536	-	12,536	60	-	60	232,361	-	232,361
- April - - -	5,073	-	5,073	42	-	42	236,714	-	236,714
- May - - -	27,102	-	27,102	70	-	70	261,750	-	261,750
- June - - -	34,034	-	34,034	63	-	63	295,152	-	295,152
- July - - -	69,894	-	69,894	112,057	-	112,057	251,267	-	251,267
- August - - -	134,568	13	134,521	4,439	13	4,452	381,227	-	381,227
- September - - -	119,797	-	119,797	14,950	-	14,950	480,833	-	480,833
- October - - -	49,523	-	49,523	54,936	-	54,936	459,619	-	459,619
- November - - -	10,822	-	10,822	557	-	557	445,938	-	445,938
- December - - -	7,443	-	7,443	882	-	882	443,451	-	443,451
TOTAL of the Year 1829 (ending 31 December)	548,588	61	548,649	189,815	61	189,876			
1830: January - - -	116	1	117	340	1	341	441,970	-	441,970
- February - - -	10	-	10	2	-	2	437,689	-	437,689
- March - - -	2	-	2	96	-	96	429,308	-	429,308
- April - - -	15	-	15	23	-	23	426,330	-	426,330
- May - - -	5,247	-	5,247	170	-	170	430,392	-	430,392
- June - - -	37,568	-	37,568	26,839	-	26,839	440,151	-	440,151
- July - - -	72,685	-	72,685	56,090	-	56,090	443,834	-	443,834
- August - - -	133,390	1,223	134,613	247,214	1,223	248,437	322,866	-	322,866
- September - - -	184,602	12	184,614	522,096	12	522,108	2,659	-	2,659
- October - - -	65,333	310	65,643	49,540	310	49,850	15,205	-	15,205
- November - - -	6,511	-	6,511	119	-	119	20,606	-	20,606
- December - - -	6,457	9	6,466	397	9	397	25,726	-	25,726
TOTAL of the Year 1830 (ending 31 December)	511,986	1,555	513,491	902,917	1,555	904,472			
1831: January - - -	1,035	13	1,048	5	-	5	21,840	13	21,853
- February - - -	-	131	131	31	-	162	21,773	13	21,786
- March - - -	3,740	-	3,740	304	-	304	24,013	13	24,026
- April - - -	50,115	-	50,115	395	-	395	73,053	13	73,066
- May - - -	69,746	-	69,746	7,814	-	7,814	133,525	13	133,538
- June - - -	83,384	150	83,534	45,259	-	45,259	172,785	163	172,948
- July - - -	138,449	1,807	140,256	39,445	1,819	41,264	272,975	151	273,126
- August - - -	133,912	2,666	136,478	61,814	2,569	64,383	341,387	112	341,499
- September - - -	109,185	1,041	110,226	192,483	1,014	193,497	259,309	135	259,444
- October - - -	13,591	1,173	14,764	921	1,173	2,094	266,328	135	266,463
- November - - -	11,742	120	11,862	65	120	185	278,510	135	278,645
- December - - -	218	98	316	130	-	130	282,251	233	282,484
TOTAL of the Year 1831 (ending 31 December)	615,117	7,099	622,216	348,666	6,826	355,492			
1832: January - - -	333	62	395	60	62	122	282,425	233	282,658
- February - - -	-	84	84	40	84	74	281,082	233	281,315
- March - - -	729	4	733	12	102	114	280,106	125	280,231
- April - - -	3,123	-	3,123	1,769	-	1,769	280,954	125	281,079
- May - - -	579	-	579	19	13	32	280,477	112	280,589
- June - - -	1,846	-	1,846	29	-	29	280,224	112	280,336
- July - - -	5,352	577	5,929	29	613	642	283,250	76	283,326
- August - - -	3,420	32	3,452	-	108	108	283,267	-	283,267
- September - - -	9,357	-	9,357	65	-	65	284,370	-	284,370
- October - - -	2,009	-	2,008	54	-	54	276,992	-	276,992
- November - - -	4,266	-	4,266	31	-	31	262,648	-	262,648
- December - - -	125	-	125	42	-	42	225,175	-	225,175
TOTAL of the Year 1832 (ending 31 December)	31,138	709	31,847	2,150	932	3,082			
1833: January - - -	-	-	-	453	-	453	217,796	-	217,796
- February - - -	-	-	-	-	-	-	217,708	-	217,708
- March - - -	-	-	-	34	-	34	214,543	-	214,543
- April - - -	-	-	-	15	-	15	211,893	-	211,893
- May - - -	570	-	570	29	-	29	210,292	-	210,292
- June - - -	53	-	53	-	-	-	209,653	-	209,653
- July - - -	2,269	-	2,269	-	-	-	210,777	-	210,777
- August - - -	2,060	-	2,060	5	-	5	212,665	-	212,665
- September - - -	6,418	-	6,418	25	-	25	218,079	-	218,079
- October - - -	367	-	367	74	-	74	216,997	-	216,997
- November - - -	11,597	-	11,597	340	-	340	228,183	-	228,183
- December - - -	-	-	-	-	-	-	226,384	-	226,384
TOTAL of the Year 1833 (ending 5 January 1834)	23,334	-	23,334	975	-	975			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

OATS AND OATMEAL—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1834: January - - - -	1,273	- -	1,273	20	- -	20	227,349	- -	227,349
- February - - - -	217	- -	217	20	- -	20	227,220	- -	227,220
- March - - - -	103	- -	103	137	- -	137	226,409	- -	226,409
- April - - - -	20	- -	20	11	- -	11	225,501	- -	225,501
- May - - - -	431	- -	431	- -	- -	-	224,796	- -	224,796
- June - - - -	19,791	- -	19,791	46	- -	46	244,033	- -	244,033
- July - - - -	60,485	- -	60,485	12,464	- -	12,464	291,708	- -	291,708
- August - - - -	66,798	- -	66,798	38,976	- -	38,976	815,702	- -	315,702
- September - - - -	19,341	- -	19,341	3,114	- -	3,114	830,719	- -	330,719
- October - - - -	5,685	- -	5,685	605	- -	605	834,126	- -	334,126
- November - - - -	869	- -	869	106	- -	106	833,702	- -	333,702
- December - - - -	13	- -	13	121	- -	121	831,521	- -	331,521
Total of the Year 1834 } (ending 5 January 1835)	175,026	- -	175,026	55,630	- -	55,630			
1835: January - - - -	6	- -	6	17	- -	17	329,203	- -	329,203
- February - - - -	435	- -	435	55	- -	55	829,686	- -	329,686
- March - - - -	436	- -	436	249	- -	249	829,120	- -	329,120
- April - - - -	10,875	- -	10,875	61	- -	61	838,814	- -	338,814
- May - - - -	17,993	- -	17,993	138	- -	138	851,693	- -	351,693
- June - - - -	20,514	- -	20,514	455	- -	455	873,893	- -	373,893
- July - - - -	22,287	- -	22,287	2,858	- -	2,858	392,483	- -	392,483
- August - - - -	22,846	- -	22,846	68,120	- -	68,120	844,362	- -	344,362
- September - - - -	7,067	- -	7,067	104,125	- -	104,125	239,430	- -	239,430
- October - - - -	8,066	- -	8,066	45	- -	45	243,513	- -	243,513
- November - - - -	2,272	- -	2,272	19	- -	19	242,647	- -	242,647
- December - - - -	391	- -	391	- -	- -	-	239,688	- -	239,688
Total of the Year 1835 } (ending 5 January 1836)	113,188	- -	113,188	176,142	- -	176,142			
1836: January - - - -	- -	- -	- -	- -	- -	- -	234,537	- -	234,537
- February - - - -	- -	- -	- -	25	- -	25	230,256	- -	230,256
- March - - - -	3	- -	3	57	- -	57	221,816	- -	221,816
- April - - - -	1,633	- -	1,633	78	- -	73	219,684	- -	219,684
- May - - - -	7,156	- -	7,156	97	- -	97	225,372	- -	225,372
- June - - - -	6,169	- -	6,169	1,156	- -	1,156	228,033	- -	228,033
- July - - - -	22,572	- -	22,572	22,141	- -	22,141	227,282	- -	227,282
- August - - - -	30,733	- -	30,733	7,354	- -	7,354	241,585	- -	241,585
- September - - - -	12,536	- -	12,536	4,174	- -	4,174	238,383	- -	238,383
- October - - - -	10,130	- -	10,130	1,638	- -	1,638	241,292	- -	241,292
- November - - - -	10,529	- -	10,529	731	- -	731	249,228	- -	249,228
- December - - - -	30,005	- -	30,005	59,751	- -	59,751	216,660	- -	216,660
TOTAL of the Year 1836 } (ending 5 January 1837)	131,466	- -	131,466	97,197	- -	97,197			
1837: January - - - -	15,997	- -	15,997	14,366	- -	14,366	216,998	- -	216,998
- February - - - -	19,062	- -	19,062	6,648	- -	6,648	227,041	- -	227,041
- March - - - -	12,237	- -	12,237	608	- -	608	233,156	- -	233,156
- April - - - -	14,240	- -	14,240	142	- -	142	239,907	- -	239,907
- May - - - -	12,182	- -	12,182	67	- -	67	248,529	- -	248,529
- June - - - -	46,867	- -	46,867	4,296	- -	4,296	286,594	- -	286,594
- July - - - -	101,702	- -	101,702	161,115	- -	161,115	229,107	- -	229,107
- August - - - -	94,663	- -	94,663	63,363	- -	63,363	256,032	- -	256,032
- September - - - -	78,963	- -	78,963	74,471	- -	74,471	257,122	- -	257,122
- October - - - -	9,100	- -	9,100	8,496	- -	8,496	252,087	- -	252,087
- November - - - -	8,238	- -	8,238	371	- -	371	253,012	- -	253,012
- December - - - -	5,634	- -	5,634	81	- -	81	253,854	- -	253,854
TOTAL of the Year 1837 } (ending 5 January 1838)	418,885	- -	418,885	334,024	- -	334,024			
1838: January - - - -	841	- -	841	286	- -	286	249,204	- -	249,204
- February - - - -	- -	- -	- -	18	- -	18	245,248	- -	245,248
- March - - - -	1,597	- -	1,597	15	- -	15	242,330	- -	242,330
- April - - - -	1,959	- -	1,959	29	- -	29	237,718	- -	237,718
- May - - - -	4,369	- -	4,369	48	- -	48	237,149	- -	237,149
- June - - - -	6,537	- -	6,537	10	- -	10	238,860	- -	238,860
- July - - - -	1,493	3	1,496	16	3	19	235,415	- -	235,415
- August - - - -	8,362	- -	8,362	105	- -	105	236,707	- -	236,707
- September - - - -	16,263	1	16,264	6,417	1	6,418	241,604	- -	241,604
- October - - - -	5,141	- -	5,141	3,948	- -	3,948	239,429	- -	239,429
- November - - - -	2,975	- -	2,975	37	- -	37	238,780	- -	238,780
- December - - - -	6,002	- -	6,002	139	- -	139	242,199	- -	242,199
TOTAL of the Year 1838 } (ending 5 January 1839)	55,539	4	55,543	11,068	4	11,072			

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

OATS AND OATMEAL—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1839: January - - - -	219	219	347	-	347	240,664	-	240,664	
- February - - - -	15,719	15,719	31,374	-	31,374	222,680	-	222,680	
- March - - - -	23,303	23,303	4,274	-	4,274	238,331	-	238,331	
- April - - - -	10,707	10,707	174	-	174	245,730	-	245,730	
- May - - - -	12,529	12,529	1,109	-	1,109	253,555	-	253,555	
- June - - - -	49,048	49,048	7,813	-	7,813	291,626	-	291,626	
- July - - - -	127,601	127,601	224,760	60	224,820	192,144	-	192,144	
- August - - - -	265,697	265,697	391,227	-	391,227	64,778	-	64,778	
- September - - - -	62,059	62,059	25,638	-	25,638	100,070	-	100,070	
- October - - - -	68,761	68,761	155,054	-	155,054	9,728	-	9,728	
- November - - - -	23,466	23,466	13,000	-	13,000	15,660	-	15,660	
- December - - - -	11,344	11,344	7,959	-	7,959	15,845	-	15,845	
TOTAL of the Year 1839 (ending 5 January 1840)	670,453	60	670,513	862,729	60	862,789			
1840: January - - - -	2,583	2,583	1,101	-	1,101	13,462	-	13,462	
- February - - - -	2,968	2,968	96	-	96	14,188	-	14,188	
- March - - - -	10,026	10,026	119	-	119	21,522	-	21,522	
- April - - - -	24,545	24,545	1,727	-	1,727	38,995	-	38,995	
- May - - - -	26,487	26,487	623	-	623	62,510	-	62,510	
- June - - - -	51,190	282	51,472	282	29,659	80,778	-	80,778	
- July - - - -	123,907	689	107,125	689	107,814	97,568	-	97,568	
- August - - - -	141,466	762	125,803	573	126,376	111,362	-	111,362	
- September - - - -	119,892	571	119,963	571	232,230	1,060	-	1,060	
- October - - - -	21,170	791	15,013	791	15,804	3,676	-	3,676	
- November - - - -	8,187	270	8,457	270	673	7,161	-	7,161	
- December - - - -	9,479	1,498	10,977	292	538	15,011	975	15,986	
TOTAL of the Year 1840 (ending 5 January 1841)	541,400	4,863	546,263	513,338	3,714	517,052			
1841: January - - - -	-	1,298	1,298	3	837	840	12,860	1,307	14,167
- February - - - -	9	993	1,002	1	473	474	11,689	1,404	13,093
- March - - - -	1,846	320	2,166	22	-	22	12,157	1,420	13,577
- April - - - -	6,046	-	6,046	93	321	414	15,557	1,063	16,620
- May - - - -	15,578	-	15,578	2	5	7	28,184	1,058	29,242
TOTAL of the first Five Months of 1841 - }	23,479	2,611	26,090	121	1,636	1,757			
R Y E.									
1828: From 15 July - - -	151	-	151	-	-	-	4,660	-	4,660
- August - - - -	-	-	-	-	-	-	4,660	-	4,660
- September - - - -	1,123	-	1,123	-	-	-	5,783	-	5,783
- October - - - -	8,742	-	8,742	4	-	4	14,521	-	14,521
- November - - - -	11,915	-	11,915	50	-	50	25,856	-	25,856
- December - - - -	6,241	-	6,241	90	-	90	31,609	-	31,609
TOTAL of the Period between 15 July and 31 December 1828	28,172	-	28,172	144	-	144			
1829: January - - - -	32,411	-	32,411	63,888	-	63,888	132	-	132
- February - - - -	594	-	594	626	-	626	107	-	107
- March - - - -	1,010	-	1,010	330	-	330	799	-	799
- April - - - -	1,163	-	1,163	-	-	-	1,962	-	1,962
- May - - - -	2,573	-	2,573	4	-	4	3,264	-	3,264
- June - - - -	6,176	-	6,176	43	-	43	8,771	-	8,771
- July - - - -	6,184	-	6,184	-	-	-	14,311	-	14,311
- August - - - -	5,252	-	5,252	-	-	-	19,060	-	19,060
- September - - - -	8,136	-	8,136	33	-	33	27,108	-	27,108
- October - - - -	1,232	-	1,232	-	-	-	26,055	-	26,055
- November - - - -	-	-	-	32	-	32	24,154	-	24,154
- December - - - -	2,661	-	2,661	7	-	7	26,435	-	26,435
TOTAL of the Year 1829 (ending 31 December)	67,392	-	67,392	64,963	-	64,963			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

R Y E—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1830: January	-	-	-	-	-	26,435	-	26,435	
- February	-	-	5	-	5	26,430	-	26,430	
- March	-	-	-	-	-	26,430	-	26,430	
- April	1,540	1,540	-	-	-	27,419	-	27,419	
- May	326	326	13	-	13	27,416	-	27,416	
- June	817	817	514	-	514	27,721	-	27,721	
- July	47	47	257	-	257	26,912	-	26,912	
- August	12,373	12,373	1,916	-	1,916	34,822	-	34,822	
- September	22,558	22,558	16,188	-	16,188	29,814	-	29,814	
- October	5,234	5,234	104	-	104	24,117	-	24,117	
- November	760	760	84	-	84	16,360	-	16,360	
- December	1,129	1,129	108	-	108	17,604	-	17,604	
TOTAL of the Year 1830 (ending 31 December)	44,784	44,784	19,189	-	19,189				
1831: January	203	203	1	-	1	16,597	-	16,597	
- February	2,327	2,327	182	-	182	18,530	-	18,530	
- March	15,901	15,901	35,677	-	35,677	528	-	528	
- April	10,991	10,991	10,344	-	10,344	1,175	-	1,175	
- May	9,256	9,256	8,681	-	8,681	1,260	-	1,260	
- June	3,745	3,745	814	-	814	1,959	-	1,959	
- July	13,166	13,166	230	-	230	14,257	-	14,257	
- August	5,187	5,187	-	-	-	17,896	-	17,896	
- September	25,316	25,316	27	-	27	40,053	-	40,053	
- October	4,473	4,473	217	-	217	30,892	-	30,892	
- November	1,597	1,597	16	-	16	22,963	-	22,963	
- December	844	844	14	-	14	20,703	-	20,703	
TOTAL of the Year 1831 (ending 31 December)	93,006	93,006	56,203	-	56,203				
1832: January	-	-	5	-	5	19,907	-	19,907	
- February	-	-	1	-	1	17,906	-	17,906	
- March	-	-	8	-	8	13,702	-	13,702	
- April	12	12	26	-	26	8,573	-	8,573	
- May	-	-	3	-	3	6,074	-	6,074	
- June	-	-	1	-	1	2,470	-	2,470	
- July	1,071	1,071	-	-	-	3,429	-	3,429	
- August	1,741	1,741	6	-	6	5,164	-	5,164	
- September	1,813	1,813	-	-	-	5,008	-	5,008	
- October	2	2	2	-	2	4,179	-	4,179	
- November	7	7	8	-	8	4,054	-	4,054	
- December	-	-	-	-	-	4,054	-	4,054	
TOTAL of the Year 1832 (ending 31 December)	4,646	4,646	60	-	60				
1833: January	1,765	1,765	-	-	-	4,929	-	4,929	
- February	-	-	-	-	-	4,980	-	4,980	
- March	-	-	-	-	-	4,725	-	4,725	
- April	-	-	-	-	-	4,725	-	4,725	
- May	-	-	-	-	-	4,725	-	4,725	
- June	6	6	-	-	-	4,731	-	4,731	
- July	-	-	-	-	-	4,731	-	4,731	
- August	1	1	1	-	1	4,731	-	4,731	
- September	1,598	1,598	-	-	-	6,329	-	6,329	
- October	-	-	-	-	-	5,848	-	5,848	
- November	-	-	-	-	-	5,720	-	5,720	
- December	-	-	-	-	-	5,720	-	5,720	
TOTAL of the Year 1833 (ending 5 January 1834)	3,370	3,370	1	-	1				
1834: January	-	-	-	-	-	5,720	-	5,720	
- February	-	-	-	-	-	5,720	-	5,720	
- March	-	-	3	-	3	5,717	-	5,717	
- April	-	-	-	-	-	5,717	-	5,717	
- May	-	-	-	-	-	5,717	-	5,717	
- June	-	-	-	-	-	5,717	-	5,717	
- July	-	-	-	-	-	5,717	-	5,717	
- August	-	-	-	-	-	5,717	-	5,717	
- September	-	-	-	-	-	5,717	-	5,717	
- October	10	10	-	-	-	5,727	-	5,727	
- November	-	-	-	-	-	5,727	-	5,727	
- December	-	-	19	-	19	5,108	-	5,108	
TOTAL of the Year 1834 (ending 5 January 1835)	10	10	22	-	22				

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

RYE—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1835: January - - - -	43	-	-	-	-	5,108	-	5,108	
- February - - - -	-	-	-	-	-	5,108	-	5,108	
- March - - - -	-	-	-	-	-	5,108	-	5,108	
- April - - - -	-	-	-	-	-	4,711	-	4,711	
- May - - - -	-	-	-	-	-	4,711	-	4,711	
- June - - - -	-	-	-	-	-	4,243	-	4,243	
- July - - - -	-	-	-	-	-	4,243	-	4,243	
- August - - - -	-	-	3	-	3	3,476	-	3,476	
- September - - - -	-	-	-	-	-	3,476	-	3,476	
- October - - - -	-	-	-	-	-	3,476	-	3,476	
- November - - - -	-	-	-	-	-	3,450	-	3,450	
- December - - - -	-	-	-	-	-	3,450	-	3,450	
TOTAL of the Year 1835 } (ending 5 January 1836)	-	-	3	-	3	-	-	-	
1836: January - - - -	-	-	-	-	-	3,440	-	3,440	
- February - - - -	-	-	-	-	-	1,484	-	1,484	
- March - - - -	-	-	-	-	-	1,484	-	1,484	
- April - - - -	-	-	-	-	-	1,484	-	1,484	
- May - - - -	-	-	-	-	-	1,484	-	1,484	
- June - - - -	-	-	-	-	-	1,487	-	1,487	
- July - - - -	-	-	-	-	-	1,487	-	1,487	
- August - - - -	3,477	3,477	12	-	12	4,801	-	4,801	
- September - - - -	1,503	1,503	6	-	6	5,159	-	5,159	
- October - - - -	1,560	1,560	-	-	-	6,719	-	6,719	
- November - - - -	-	-	-	-	-	6,719	-	6,719	
- December - - - -	86	86	-	-	-	6,805	-	6,805	
TOTAL of the Year 1836 } (ending 5 January 1837)	6,626	6,626	18	-	18	-	-	-	
1837: January - - - -	3,830	3,830	10,596	-	10,596	58	-	58	
- February - - - -	993	993	1,036	-	1,036	15	-	15	
- March - - - -	3,201	3,201	2,820	-	2,820	416	-	416	
- April - - - -	3,522	3,522	28	-	28	3,263	-	3,263	
- May - - - -	2,309	2,309	-	-	-	4,344	-	4,344	
- June - - - -	6,477	6,477	-	-	-	10,814	-	10,814	
- July - - - -	5,630	5,630	-	-	-	16,444	-	16,444	
- August - - - -	2,091	2,091	41	-	41	18,257	-	18,257	
- September - - - -	148	148	5,054	-	5,054	13,351	-	13,351	
- October - - - -	535	535	-	-	-	13,386	-	13,386	
- November - - - -	974	974	-	-	-	12,061	-	12,061	
- December - - - -	1,001	1,001	1	-	1	12,047	-	12,047	
TOTAL of the Year 1837 } (ending 5 January 1838)	30,711	30,711	19,576	-	19,576	-	-	-	
1838: January - - - -	-	-	-	-	-	11,388	-	11,388	
- February - - - -	-	-	-	-	-	9,593	-	9,593	
- March - - - -	-	-	4	-	4	7,464	-	7,464	
- April - - - -	-	-	1,364	-	1,364	6,168	-	6,168	
- May - - - -	-	-	-	-	-	5,323	-	5,323	
- June - - - -	-	-	-	-	-	5,323	-	5,323	
- July - - - -	-	-	-	-	-	5,323	-	5,323	
- August - - - -	-	-	-	-	-	5,323	-	5,323	
- September - - - -	-	-	2	-	2	5,323	-	5,323	
- October - - - -	-	-	-	-	-	5,323	-	5,323	
- November - - - -	-	-	-	-	-	4,825	-	4,825	
- December - - - -	1,781	1,781	1,147	-	1,147	5,079	-	5,079	
TOTAL of the Year 1838 } (ending 5 January 1839)	1,781	1,781	2,517	-	2,517	-	-	-	
1839: January - - - -	6,659	6,659	12,111	-	12,111	7	-	7	
- February - - - -	8,255	8,255	8,276	-	8,276	6	-	6	
- March - - - -	12,107	12,107	12,107	-	12,107	6	-	6	
- April - - - -	6,079	6,079	925	-	925	3,054	-	3,054	
- May - - - -	15,579	15,579	108	-	108	17,398	-	17,398	
- June - - - -	12,191	12,191	312	-	312	29,056	-	29,056	
- July - - - -	11,422	11,422	422	-	422	39,697	-	39,697	
- August - - - -	47,286	47,286	86,601	-	86,601	788	-	788	
- September - - - -	28,841	28,841	30,215	-	30,215	-	-	-	
- October - - - -	2,262	2,262	1,438	-	1,438	791	-	791	
- November - - - -	1,505	1,505	65	-	65	1,444	-	1,444	
- December - - - -	1,487	1,487	2	-	2	3,036	-	3,036	
TOTAL of the Year 1839 } (ending 5 January 1840)	153,673	153,673	152,582	-	152,582	-	-	-	

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and - -

R Y E—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1840: January - - - -	43	-	43	56	-	56	3,041	-	3,041
- February - - - -	-	-	-	-	-	-	3,041	-	3,041
- March - - - -	-	-	-	140	-	140	2,901	-	2,901
- April - - - -	-	-	-	116	-	116	1,948	-	1,948
- May - - - -	625	-	625	60	-	60	2,386	-	2,386
- June - - - -	1,252	-	1,252	137	-	137	3,346	-	3,346
- July - - - -	601	-	601	85	-	85	3,862	-	3,862
- August - - - -	59	-	59	30	-	30	3,806	-	3,806
- September - - - -	751	-	751	1,232	-	1,232	3,325	-	3,325
- October - - - -	-	-	-	1	-	1	3,325	-	3,325
- November - - - -	-	-	-	-	-	-	3,325	-	3,325
- December - - - -	1	-	1	-	-	-	3,326	-	3,326
TOTAL of the Year 1840 (ending 5 January 1841)	3,332	-	3,332	1,857	-	1,857			
1841: January - - - -	-	-	-	-	-	-	2,993	-	2,993
- February - - - -	-	-	-	-	-	-	2,993	-	2,993
- March - - - -	-	-	-	-	-	-	2,993	-	2,993
- April - - - -	-	-	-	-	-	-	2,993	-	2,993
- May - - - -	-	-	-	20	-	20	2,973	-	2,973
TOTAL of the first Five Months of 1841	-	-	-	20	-	20			
P E A S E.									
1828: From 15 July - - -	3,353	579	3,932	303	579	882	12,907	-	12,907
- August - - - -	3,459	224	3,683	942	38	980	14,852	186	15,038
- September - - - -	3,122	-	3,122	5,886	185	6,071	12,339	1	12,340
- October - - - -	6,571	-	6,571	10,056	-	10,056	8,779	1	8,780
- November - - - -	15,538	-	15,538	2,843	1	2,844	21,367	-	21,367
- December - - - -	9,252	696	9,948	22,239	696	22,935	8,338	-	8,338
TOTAL of the Period between 15 July and 31 December 1828	41,295	1,499	42,794	42,269	1,499	43,768			
1829: January - - - -	15,007	210	15,217	11,497	210	11,707	11,897	-	11,897
- February - - - -	3,909	-	3,909	1,208	-	1,208	14,547	-	14,547
- March - - - -	883	1	884	123	1	124	15,343	-	15,343
- April - - - -	1,822	5	1,827	14	5	19	16,912	-	16,912
- May - - - -	2,547	-	2,547	11	-	11	18,796	-	18,796
- June - - - -	5,678	-	5,678	118	-	118	24,298	-	24,298
- July - - - -	2,116	100	2,216	266	100	366	26,389	-	26,389
- August - - - -	3,052	-	3,052	760	-	760	28,571	-	28,571
- September - - - -	1,965	-	1,965	1,806	-	1,806	28,512	-	28,512
- October - - - -	1,563	-	1,563	4,994	-	4,994	23,091	-	23,091
- November - - - -	346	10	356	8,994	10	9,004	15,389	-	15,389
- December - - - -	384	814	1,198	5,480	814	6,294	10,207	-	10,207
TOTAL of the Year 1829 (ending 31 December)	39,272	1,140	40,412	35,271	1,140	36,411			
1830: January - - - -	5	495	500	672	341	1,013	9,270	154	9,424
- February - - - -	87	69	156	91	69	160	9,347	154	9,501
- March - - - -	1	5	6	4	31	35	9,267	128	9,395
- April - - - -	382	-	382	360	128	488	9,284	-	9,284
- May - - - -	2,087	-	2,087	734	-	734	10,453	-	10,453
- June - - - -	3,508	-	3,508	1,025	-	1,025	12,122	-	12,122
- July - - - -	2,374	8	2,382	3,588	8	3,596	10,587	-	10,587
- August - - - -	3,203	563	3,766	2,231	265	2,496	11,632	298	11,930
- September - - - -	6,131	452	6,583	15,730	754	16,484	2,096	-	2,096
- October - - - -	681	-	681	2,750	-	2,750	259	-	259
- November - - - -	195	70	265	17	70	87	437	-	437
- December - - - -	14,013	243	14,256	14,796	243	15,039	192	-	192
TOTAL of the Year 1830 (ending 31 December)	32,667	1,905	34,572	42,598	1,909	44,507			

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

PEASE—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1831: January - - - -	2,129	4	2,133	1,864	4	1,868	214	-	214
- February - - - -	4,741	-	4,741	3,519	-	3,519	1,218	-	1,218
- March - - - -	3,616	-	3,616	4,168	-	4,168	692	-	692
- April - - - -	7,978	-	7,978	7,366	-	7,366	1,404	-	1,404
- May - - - -	12,616	-	12,616	6,055	-	6,055	7,660	-	7,660
- June - - - -	8,751	17	8,768	1,630	-	1,630	14,659	17	14,676
- July - - - -	3,121	91	3,212	305	91	396	17,737	36	17,773
- August - - - -	3,137	173	3,310	1,766	192	1,958	18,655	17	18,672
- September - - - -	1,763	-	1,763	582	17	599	18,777	-	18,777
- October - - - -	229	-	229	4,527	-	4,527	14,549	-	14,549
- November - - - -	1,565	-	1,565	9,076	-	9,076	7,925	-	7,925
- December - - - -	9,279	297	9,576	16,607	308	16,915	699	-	699
TOTAL of the Year 1831 (ending 31 December)	58,925	582	59,507	57,365	612	57,977			
1832: January - - - -	12,489	-	12,489	11,849	-	11,849	727	-	727
- February - - - -	688	-	688	674	-	674	682	-	682
- March - - - -	313	-	313	80	-	80	796	-	796
- April - - - -	473	-	473	3	-	3	1,204	-	1,204
- May - - - -	603	-	603	15	-	15	1,547	-	1,547
- June - - - -	752	-	752	3	-	3	2,318	-	2,318
- July - - - -	716	-	716	1	-	1	3,008	-	3,008
- August - - - -	170	-	170	384	-	384	2,787	-	2,787
- September - - - -	903	-	903	2	-	2	3,635	-	3,635
- October - - - -	617	-	617	561	-	561	3,628	-	3,628
- November - - - -	2,161	-	2,161	2,722	-	2,722	3,161	-	3,161
- December - - - -	305	8	313	293	8	301	3,088	-	3,088
TOTAL of the Year 1832 (ending 31 December)	20,190	8	20,198	16,587	8	16,595			
1833: January - - - -	673	-	673	263	-	263	3,454	-	3,454
- February - - - -	311	-	311	1,723	-	1,723	1,920	-	1,920
- March - - - -	48	-	48	40	-	40	1,917	-	1,917
- April - - - -	305	-	305	300	-	300	1,885	-	1,885
- May - - - -	538	-	538	-	-	-	2,331	-	2,331
- June - - - -	814	-	814	-	-	-	3,083	-	3,083
- July - - - -	392	-	392	4	-	4	3,452	-	3,452
- August - - - -	355	-	355	513	-	513	3,278	-	3,278
- September - - - -	970	-	970	900	-	900	3,287	-	3,287
- October - - - -	2,017	-	2,017	743	-	743	4,439	-	4,439
- November - - - -	4,737	11	4,748	5,169	11	5,180	3,954	-	3,954
- December - - - -	4,719	-	4,719	8,426	-	8,426	315	-	315
TOTAL of the Year 1833 (ending 5 January 1834)	15,879	11	15,890	18,081	11	18,092			
1834: January - - - -	7,767	-	7,767	6,795	-	6,795	1,228	-	1,228
- February - - - -	3,179	-	3,179	1,474	-	1,474	2,940	-	2,940
- March - - - -	531	2	533	13	2	15	3,430	-	3,430
- April - - - -	1,812	-	1,812	75	-	75	5,131	-	5,131
- May - - - -	2,502	-	2,502	-	-	-	7,565	-	7,565
- June - - - -	1,363	-	1,363	115	-	115	8,492	-	8,492
- July - - - -	2,338	-	2,338	552	-	552	10,246	-	10,246
- August - - - -	13,482	-	13,482	23,210	-	23,210	767	-	767
- September - - - -	16,398	-	16,398	16,840	-	16,840	320	-	320
- October - - - -	5,177	-	5,177	2,839	-	2,839	2,675	-	2,675
- November - - - -	7,832	283	8,115	1,427	283	1,710	8,839	-	8,839
- December - - - -	5,214	-	5,214	4,077	-	4,077	9,935	-	9,935
TOTAL of the Year 1834 (ending 5 January 1835)	67,595	285	67,880	57,417	285	57,702			
1835: January - - - -	4,496	131	4,627	12,967	16	12,983	1,813	115	1,928
- February - - - -	612	-	612	395	30	425	2,030	85	2,115
- March - - - -	4,553	-	4,553	643	40	683	6,087	45	6,132
- April - - - -	4,457	-	4,457	774	-	774	9,778	45	9,823
- May - - - -	888	-	888	85	45	130	10,280	-	10,280
- June - - - -	1,438	336	1,774	10	345	355	11,629	-	11,629
- July - - - -	556	91	647	891	6	897	11,228	85	11,313
- August - - - -	2,258	6	2,264	8,033	6	8,039	4,812	85	4,897
- September - - - -	1,749	-	1,749	39	85	124	5,965	-	5,965
- October - - - -	846	1	847	410	1	411	6,191	-	6,191
- November - - - -	542	80	622	131	80	211	6,917	-	6,917
- December - - - -	1,171	5	1,176	147	5	152	7,705	-	7,705
TOTAL of the Year 1835 (ending 5 January 1836)	23,566	650	24,216	24,525	669	25,194			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

PEASE—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1836: January - - - -	272	-	272	56	-	56	7,876	-	7,876
- February - - - -	43	2	45	3	2	5	7,850	-	7,850
- March - - - -	819	-	819	96	-	96	8,336	-	8,336
- April - - - -	2,883	-	2,883	358	-	358	10,817	-	10,817
- May - - - -	7,967	4	7,971	2,598	4	2,602	16,097	-	16,097
- June - - - -	15,813	-	15,813	14,861	-	14,861	16,997	-	16,997
- July - - - -	12,044	-	12,044	16,060	-	16,060	12,676	-	12,676
- August - - - -	9,576	-	9,576	21,405	-	21,405	626	-	626
- September - - - -	4,129	-	4,129	404	-	404	4,166	-	4,166
- October - - - -	2,603	-	2,603	177	-	177	6,129	-	6,129
- November - - - -	3,640	2	3,642	357	2	359	9,248	-	9,248
- December - - - -	18,500	2	18,502	24,543	2	24,545	3,154	-	3,154
TOTAL of the Year 1836 } (ending 5 January 1837)	78,289	10	78,299	80,918	10	80,928			
1837: January - - - -	12,374	-	12,374	13,616	-	13,616	2,167	-	2,167
- February - - - -	4,502	7	4,509	1,738	-	1,738	4,761	7	4,768
- March - - - -	9,525	-	9,525	2,433	7	2,440	11,498	-	11,428
- April - - - -	12,003	-	12,003	2,405	-	2,405	20,215	-	20,215
- May - - - -	7,162	-	7,162	1,546	-	1,546	25,301	-	25,301
- June - - - -	26,129	-	26,129	3,197	-	3,197	47,797	-	47,797
- July - - - -	13,031	-	13,031	6,926	-	6,926	53,837	-	53,837
- August - - - -	14,660	-	14,660	50,653	-	50,653	17,626	-	17,626
- September - - - -	7,657	-	7,657	3,689	-	3,689	21,624	-	21,624
- October - - - -	1,128	-	1,128	329	-	329	21,687	-	21,687
- November - - - -	1,769	-	1,769	655	-	655	22,425	-	22,425
- December - - - -	1,314	-	1,314	421	-	421	22,929	-	22,929
TOTAL of the Year 1837 } (ending 5 January 1838)	111,254	7	111,261	87,608	7	87,615			
1838: January - - - -	87	44	131	3	22	25	21,532	22	21,554
- February - - - -	104	-	104	44	-	44	20,935	22	20,957
- March - - - -	9	-	9	9	11	20	20,069	11	20,080
- April - - - -	144	-	144	18	-	18	19,180	11	19,191
- May - - - -	714	-	714	21	-	21	19,336	11	19,347
- June - - - -	1,920	1	1,921	11	12	23	21,147	-	21,147
- July - - - -	1,613	-	1,613	132	-	132	22,244	-	22,244
- August - - - -	6,571	-	6,571	34	-	34	28,562	-	28,562
- September - - - -	3,818	-	3,818	326	-	326	32,404	-	32,404
- October - - - -	200	-	200	2,751	-	2,751	29,658	-	29,658
- November - - - -	981	-	981	2,905	-	2,905	27,294	-	27,294
- December - - - -	13,592	50	13,642	5,271	48	5,319	35,120	1	35,121
TOTAL of the Year 1838 } (ending 5 January 1839)	29,753	95	29,848	11,525	93	11,618			
1839: January - - - -	8,771	-	8,771	40,079	-	40,079	4,225	1	4,226
- February - - - -	3,551	-	3,551	4,437	-	4,437	3,524	1	3,525
- March - - - -	5,938	-	5,938	5,637	-	5,637	4,104	1	4,105
- April - - - -	3,758	-	3,758	1,412	-	1,412	6,371	1	6,372
- May - - - -	10,620	-	10,620	1,807	-	1,807	15,463	1	15,463
- June - - - -	7,634	-	7,634	2,862	-	2,862	19,583	1	19,584
- July - - - -	13,118	-	13,118	4,237	-	4,237	28,299	1	28,300
- August - - - -	14,401	20	14,421	14,233	20	14,253	28,467	1	28,468
- September - - - -	13,838	-	13,838	8,836	-	8,836	32,588	1	32,589
- October - - - -	10,580	-	10,580	11,969	-	11,969	31,140	1	31,141
- November - - - -	28,868	89	28,957	54,798	89	54,887	5,038	1	5,039
- December - - - -	18,657	169	18,826	19,684	170	19,854	3,867	-	3,867
TOTAL of the Year 1839 } (ending 5 January 1840)	139,734	278	140,012	169,991	279	170,270			
1840: January - - - -	4,718	-	4,718	5,666	-	5,666	2,815	-	2,815
- February - - - -	2,143	-	2,143	2,091	-	2,091	2,674	-	2,674
- March - - - -	4,893	-	4,893	2,076	-	2,076	5,734	-	5,734
- April - - - -	8,241	-	8,241	2,833	-	2,833	10,498	-	10,498
- May - - - -	13,363	-	13,363	3,192	-	3,192	21,310	-	21,310
- June - - - -	12,148	-	12,148	5,357	-	5,357	26,807	-	26,807
- July - - - -	13,297	121	13,418	7,439	121	7,560	34,082	-	34,083
- August - - - -	18,535	1,047	19,582	30,736	1,078	31,814	23,571	-	23,571
- September - - - -	5,220	173	5,393	25,995	173	26,168	617	-	617
- October - - - -	8,245	403	8,648	7,968	403	8,371	842	-	842
- November - - - -	22,618	1,842	24,460	22,566	1,842	24,408	904	-	904
- December - - - -	40,849	630	41,479	39,283	638	39,921	2,904	-	2,904
TOTAL of the Year 1840 } (ending 5 January 1841)	154,270	4,216	158,486	155,202	4,255	159,457			

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—continued.

PEASE—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1841: January - - - -	8,281	1,948	10,229	7,510	1,948	9,458	8,554	- - -	3,554
- February - - - -	3,104	746	3,850	1,480	746	2,326	4,997	- - -	4,997
- March - - - -	770	- - -	770	796	- - -	796	3,019	- - -	3,019
- April - - - -	3,905	- - -	3,905	1,475	- - -	1,475	5,333	- - -	5,333
- May - - - -	19,861	- - -	19,861	4,651	- - -	4,651	20,180	- - -	20,180
TOTAL of the first Five Months of 1841 - - - -	35,921	2,694	38,615	15,912	2,694	18,606			
BEANS.									
1828: From 15 July - - - -	11,266	- - -	11,266	801	- - -	801	64,289	- - -	64,289
- August - - - -	3,662	- - -	3,662	1,767	- - -	1,767	66,099	- - -	66,099
- September - - - -	7,358	- - -	7,358	30,604	- - -	30,604	42,848	- - -	42,848
- October - - - -	3,245	- - -	3,245	12,032	- - -	12,032	33,942	- - -	33,942
- November - - - -	5,726	- - -	5,726	611	- - -	611	39,026	- - -	39,026
- December - - - -	5,973	- - -	5,973	27,048	- - -	27,048	17,951	- - -	17,951
TOTAL of the Period between 15 July and 31 December 1828 - - - -	37,230	- - -	37,230	72,863	- - -	72,863			
1829: January - - - -	9,957	- - -	9,957	4,547	- - -	4,547	23,293	- - -	23,293
- February - - - -	4,843	- - -	4,843	2,064	- - -	2,064	26,048	- - -	26,048
- March - - - -	1,297	- - -	1,297	60	- - -	60	27,285	- - -	27,285
- April - - - -	1,680	- - -	1,680	2	- - -	2	28,910	- - -	28,910
- May - - - -	1,487	- - -	1,487	2	- - -	2	30,026	- - -	30,026
- June - - - -	2,508	- - -	2,508	66	- - -	66	32,108	- - -	32,108
- July - - - -	6,154	- - -	6,154	4,371	- - -	4,371	33,884	- - -	33,884
- August - - - -	3,533	- - -	3,533	2,180	- - -	2,180	35,589	- - -	35,589
- September - - - -	6,389	- - -	6,389	4,831	- - -	4,831	36,357	- - -	36,357
- October - - - -	4,442	- - -	4,442	15,459	- - -	15,459	26,139	- - -	26,139
- November - - - -	4,019	- - -	4,019	27,645	- - -	27,645	2,558	- - -	2,558
- December - - - -	178	- - -	178	179	- - -	179	2,557	- - -	2,557
TOTAL of the Year 1829 (ending 31 December) - - - -	46,487	- - -	46,487	61,406	- - -	61,406			
1830: January - - - -	338	- - -	338	4	- - -	4	2,885	- - -	2,885
- February - - - -	41	- - -	41	41	- - -	41	2,880	- - -	2,880
- March - - - -	- - -	- - -	- - -	- - -	- - -	- - -	2,880	- - -	2,880
- April - - - -	- - -	- - -	- - -	- - -	- - -	- - -	2,872	- - -	2,872
- May - - - -	4,164	- - -	4,164	30	- - -	30	7,017	- - -	7,017
- June - - - -	2,613	- - -	2,613	- - -	- - -	- - -	9,060	- - -	9,060
- July - - - -	1,898	- - -	1,898	32	- - -	32	11,506	- - -	11,506
- August - - - -	1,831	- - -	1,831	171	- - -	171	13,024	- - -	13,024
- September - - - -	1,731	- - -	1,731	12,488	- - -	12,488	2,451	- - -	2,451
- October - - - -	4,255	- - -	4,255	818	- - -	818	5,883	- - -	5,883
- November - - - -	11	- - -	11	5,092	- - -	5,092	802	- - -	802
- December - - - -	27	- - -	27	21	- - -	21	808	- - -	808
TOTAL of the Year 1830 (ending 31 December) - - - -	16,909	- - -	16,909	18,697	- - -	18,697			
1831: January - - - -	84	- - -	84	8	- - -	8	884	- - -	884
- February - - - -	273	- - -	273	11	- - -	11	1,146	- - -	1,146
- March - - - -	1,538	- - -	1,538	401	- - -	401	2,168	- - -	2,168
- April - - - -	3,805	- - -	3,805	319	- - -	319	5,689	- - -	5,689
- May - - - -	2,990	- - -	2,990	2	- - -	2	8,677	- - -	8,677
- June - - - -	2,145	- - -	2,145	446	- - -	446	10,374	- - -	10,374
- July - - - -	1,851	- - -	1,851	1,943	- - -	1,943	10,282	- - -	10,282
- August - - - -	1,590	- - -	1,590	2,022	- - -	2,022	9,850	- - -	9,850
- September - - - -	677	- - -	677	867	- - -	867	9,660	- - -	9,660
- October - - - -	554	- - -	554	466	- - -	466	9,462	- - -	9,462
- November - - - -	1,292	- - -	1,292	1,760	- - -	1,760	8,911	- - -	8,911
- December - - - -	5,546	- - -	5,546	9,433	- - -	9,433	5,305	- - -	5,305
TOTAL of the Year 1831 (ending 31 December) - - - -	22,345	- - -	22,345	17,678	- - -	17,678			

AN ACCOUNT of the Quantities of Foreign Wheat and Wheat Flour, stated in Quarters, and of all other kinds of Foreign Grain and

BEANS—continued.									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1832: January - - - -	6,219	- -	6,219	1,743	- -	1,743	9,750	- -	9,750
- February - - - -	2,976	- -	2,976	687	- -	687	12,039	- -	12,039
- March - - - -	2,534	- -	2,534	10	- -	10	14,523	- -	14,523
- April - - - -	3,082	- -	3,082	1	- -	1	17,412	- -	17,412
- May - - - -	4,225	- -	4,225	3	- -	3	21,040	- -	21,040
- June - - - -	3,281	- -	3,281	2	- -	2	24,139	- -	24,139
- July - - - -	646	- -	646	26	- -	26	24,800	- -	24,800
- August - - - -	2,424	- -	2,424	52	- -	52	27,172	- -	27,172
- September - - - -	431	- -	431	218	- -	218	27,252	- -	27,252
- October - - - -	2,062	- -	2,062	1,776	- -	1,776	25,290	- -	25,290
- November - - - -	21	- -	21	2,921	- -	2,921	21,583	- -	21,583
- December - - - -	13	- -	13	-	-	-	20,962	- -	20,962
TOTAL of the Year 1832 } (ending 31 December)	27,914	- -	27,914	7,439	- -	7,439			
1833: January - - - -	-	- -	-	10	- -	10	20,927	- -	20,927
- February - - - -	-	- -	-	-	- -	-	20,927	- -	20,927
- March - - - -	1	- -	1	1	- -	1	20,477	- -	20,477
- April - - - -	-	- -	-	-	- -	-	20,474	- -	20,474
- May - - - -	1,252	- -	1,252	-	- -	-	21,726	- -	21,726
- June - - - -	1,080	- -	1,080	-	- -	-	22,820	- -	22,820
- July - - - -	1,668	- -	1,668	1	- -	1	24,487	- -	24,487
- August - - - -	-	- -	-	235	- -	235	24,252	- -	24,252
- September - - - -	6,535	- -	6,535	763	- -	763	29,974	- -	29,974
- October - - - -	4,530	- -	4,530	4,477	- -	4,477	29,974	- -	29,974
- November - - - -	4,121	- -	4,121	538	- -	538	33,557	- -	33,557
- December - - - -	3,672	- -	3,672	3	- -	3	37,223	- -	37,223
TOTAL of the Year 1833 } (ending 5 January 1834)	22,859	- -	22,859	6,028	- -	6,028			
1834: January - - - -	684	- -	684	-	- -	-	37,903	- -	37,903
- February - - - -	65	- -	65	-	- -	-	37,958	- -	37,958
- March - - - -	817	- -	817	4	- -	4	38,771	- -	38,771
- April - - - -	667	- -	667	-	- -	-	39,438	- -	39,438
- May - - - -	1,609	- -	1,609	-	- -	-	41,015	- -	41,015
- June - - - -	5,344	- -	5,344	2	- -	2	45,929	- -	45,929
- July - - - -	14,535	- -	14,535	1,381	- -	1,381	58,902	- -	58,902
- August - - - -	12,675	- -	12,675	15,744	- -	15,744	55,812	- -	55,812
- September - - - -	6,375	- -	6,375	12,838	- -	12,838	49,211	- -	49,211
- October - - - -	1,051	- -	1,051	9,480	- -	9,480	40,829	- -	40,829
- November - - - -	2,463	- -	2,463	336	- -	336	42,445	- -	42,445
- December - - - -	1,471	- -	1,471	4,781	- -	4,781	38,557	- -	38,557
TOTAL of the Year 1834 } (ending 5 January 1835)	47,756	- -	47,756	44,566	- -	44,566			
1835: January - - - -	1,198	- -	1,198	5,971	- -	5,971	34,805	- -	34,805
- February - - - -	137	- -	137	211	- -	211	34,824	- -	34,824
- March - - - -	1,025	- -	1,025	131	- -	131	35,214	- -	35,214
- April - - - -	1,030	- -	1,030	1,126	- -	1,126	33,536	- -	33,536
- May - - - -	5,896	- -	5,896	475	- -	475	38,948	- -	38,948
- June - - - -	5,709	- -	5,709	3,618	- -	3,618	40,903	- -	40,903
- July - - - -	11,271	- -	11,271	34,902	- -	34,902	17,328	- -	17,328
- August - - - -	6,953	- -	6,953	22,894	- -	22,894	1,622	- -	1,622
- September - - - -	309	- -	309	449	- -	449	1,503	- -	1,503
- October - - - -	236	- -	236	-	- -	-	1,739	- -	1,739
- November - - - -	206	- -	206	-	- -	-	1,943	- -	1,943
- December - - - -	410	- -	410	47	- -	47	2,306	- -	2,306
TOTAL of the Year 1835 } (ending 5 January 1836)	34,380	- -	34,380	69,824	- -	69,824			
1836: January - - - -	1,090	- -	1,090	2	- -	2	8,389	- -	8,389
- February - - - -	408	- -	408	3	- -	3	8,894	- -	8,894
- March - - - -	912	- -	912	-	- -	-	4,755	- -	4,755
- April - - - -	10,193	- -	10,193	60	- -	60	14,940	- -	14,940
- May - - - -	22,588	- -	22,588	13	- -	13	37,495	- -	37,495
- June - - - -	23,704	- -	23,704	3,046	- -	3,046	58,114	- -	58,114
- July - - - -	9,088	- -	9,088	6,069	- -	6,069	61,070	- -	61,070
- August - - - -	12,061	- -	12,061	10,711	- -	10,711	61,219	- -	61,219
- September - - - -	8,479	- -	8,479	24,668	- -	24,668	44,691	- -	44,691
- October - - - -	1,027	- -	1,027	21,049	- -	21,049	25,250	- -	25,250
- November - - - -	1,829	- -	1,829	2,593	- -	2,593	24,579	- -	24,579
- December - - - -	1,677	- -	1,677	19,582	- -	19,582	7,374	- -	7,374
TOTAL of the Year 1836 } (ending 5 January 1837)	93,056	- -	93,056	87,796	- -	87,796			

Pulse respectively, that were imported; and also the Quantities of each which were taken for Home Consumption, &c.—*continued.*

BEANS— <i>continued.</i>									
QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH MONTH.			
Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	
Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
1837: January - - - -	7,755	- -	7,755	14,649	- -	14,649	457	- -	457
- February - - - -	10,544	- -	10,544	9,131	- -	9,131	1,909	- -	1,909
- March - - - -	10,431	- -	10,431	2,016	- -	2,016	9,966	- -	9,966
- April - - - -	4,820	- -	4,820	1,329	- -	1,329	14,502	- -	14,502
- May - - - -	4,352	- -	4,352	385	- -	385	18,429	- -	18,429
- June - - - -	13,335	- -	13,335	585	- -	585	31,071	- -	31,071
- July - - - -	17,095	- -	17,095	5,859	- -	5,859	42,306	- -	42,306
- August - - - -	16,059	- -	16,059	6,259	- -	6,259	52,070	- -	52,070
- September - - - -	14,852	- -	14,852	39,717	- -	39,717	27,208	- -	27,208
- October - - - -	2,718	- -	2,718	27,309	- -	27,309	2,582	- -	2,582
- November - - - -	2,429	- -	2,429	1,575	- -	1,575	3,434	- -	3,434
- December - - - -	1,217	- -	1,217	262	- -	262	4,519	- -	4,519
TOTAL of the Year 1837 (ending 5 January 1838)	105,607	- -	105,607	109,076	- -	109,076			
1838: January - - - -	106	- -	106	21	- -	21	5,297	- -	5,297
- February - - - -	-	- -	-	-	- -	-	5,296	- -	5,296
- March - - - -	33	- -	33	-	- -	-	5,329	- -	5,329
- April - - - -	385	- -	385	10	- -	10	4,970	- -	4,970
- May - - - -	1,970	- -	1,970	-	- -	-	6,916	- -	6,916
- June - - - -	10,582	- -	10,582	-	- -	-	17,524	- -	17,524
- July - - - -	16,671	- -	16,671	166	- -	166	34,038	- -	34,038
- August - - - -	8,105	- -	8,105	484	- -	484	40,980	- -	40,980
- September - - - -	20,646	- -	20,646	11,910	- -	11,910	48,570	- -	48,570
- October - - - -	2,042	- -	2,042	40,538	- -	40,538	10,229	- -	10,229
- November - - - -	559	- -	559	45	- -	45	10,447	- -	10,447
- December - - - -	3,259	- -	3,259	1,066	- -	1,066	14,314	- -	14,314
TOTAL of the Year 1838 (ending 5 January 1839)	64,358	- -	64,358	54,240	- -	54,240			
1839: January - - - -	114	- -	114	405	- -	405	14,024	- -	14,024
- February - - - -	2,900	- -	2,900	12,849	- -	12,849	4,069	- -	4,069
- March - - - -	7,938	- -	7,938	3,490	- -	3,490	8,519	- -	8,519
- April - - - -	3,323	- -	3,323	417	- -	417	11,424	- -	11,424
- May - - - -	6,423	- -	6,423	735	- -	735	17,499	- -	17,499
- June - - - -	8,352	- -	8,352	1,347	- -	1,347	24,192	- -	24,192
- July - - - -	7,716	- -	7,716	3,511	- -	3,511	28,448	- -	28,448
- August - - - -	10,860	- -	10,860	9,741	- -	9,741	29,151	- -	29,151
- September - - - -	6,109	- -	6,109	7,712	- -	7,712	27,155	- -	27,155
- October - - - -	8,301	- -	8,301	18,377	- -	18,377	16,872	- -	16,872
- November - - - -	17,463	- -	17,463	31,791	- -	31,791	2,914	- -	2,914
- December - - - -	30,811	- -	30,811	33,222	- -	33,222	701	- -	701
TOTAL of the Year 1839 (ending 5 January 1840)	109,810	- -	109,810	123,597	- -	123,597			
1840: January - - - -	14,109	- -	14,109	14,109	- -	14,109	701	- -	701
- February - - - -	6,774	- -	6,774	4,791	- -	4,791	2,655	- -	2,655
- March - - - -	7,026	- -	7,026	1,514	- -	1,514	8,167	- -	8,167
- April - - - -	12,857	- -	12,857	2,760	- -	2,760	18,127	- -	18,127
- May - - - -	11,320	- -	11,320	1,030	- -	1,030	28,404	- -	28,404
- June - - - -	18,240	- -	18,240	8,400	- -	8,400	37,002	- -	37,002
- July - - - -	11,359	57	11,416	24,009	57	24,066	25,097	- -	25,097
- August - - - -	15,461	- -	15,461	39,012	- -	39,012	2,551	- -	2,551
- September - - - -	8,275	- -	8,275	9,793	- -	9,793	691	- -	691
- October - - - -	6,366	- -	6,366	6,213	- -	6,213	844	- -	844
- November - - - -	7,667	- -	7,667	7,576	- -	7,576	935	- -	935
- December - - - -	9,907	- -	9,907	10,253	- -	10,253	760	- -	760
TOTAL of the Year 1840 (ending 5 January 1841)	129,361	57	129,418	129,460	57	129,517			
1841: January - - - -	761	- -	761	931	- -	931	590	- -	590
- February - - - -	3,354	- -	3,354	2,802	- -	2,802	1,144	- -	1,144
- March - - - -	4,656	- -	4,656	1,444	- -	1,444	4,295	- -	4,295
- April - - - -	11,979	- -	11,979	2,979	- -	2,979	13,118	- -	13,118
- May - - - -	36,771	- -	36,771	19,858	- -	19,858	29,804	- -	29,804
TOTAL of the first Five Months of 1841 - -	57,521	- -	57,521	28,014	- -	28,014			

ABSTRACT OF THE FOREGOING ACCOUNT IN YEARLY PERIODS.*

		QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH YEAR.		
		Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
		Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
WHEAT and WHEAT FLOUR.	1828 from 15 July	570,799	20,130	590,929	740,458	20,021	760,479	32,005	212	32,217
	1829 - -	1,715,442	10,339	1,725,781	1,434,096	8,605	1,442,701	246,092	1,660	247,752
	1830 - -	1,592,768	70,515	1,663,283	1,667,288	60,559	1,727,847	143,131	11,236	154,367
	1831 - -	2,083,812	226,158	2,309,970	1,369,044	137,696	1,506,740	801,520	99,925	901,445
	1832 - -	345,386	124,516	469,902	182,770	193,985	376,755	673,673	28,620	702,293
	1833 - -	183,229	114,336	297,565	1,330	82,706	84,036	764,984	57,868	822,852
	1834 - -	109,734	66,587	176,321	290	64,684	64,974	715,132	59,053	774,185
	1835 - -	43,801	23,104	66,905	124	28,430	28,554	627,180	53,978	681,158
	1836 - -	234,503	7,340	241,743	1,045	29,062	30,107	599,463	31,980	631,443
	1837 - -	544,150	15,792	559,942	210,897	33,375	244,272	630,310	14,361	644,671
	1838 - -	1,355,314	16,643	1,371,957	1,818,828	29,647	1,848,475	24,229	1,500	25,729
	1839 - -	2,862,833	12,772	2,875,605	2,696,981	12,742	2,711,723	174,188	1,494	175,682
	1840 - -	2,284,289	148,476	2,432,765	2,287,637	113,799	2,401,436	102,845	36,563	139,408
	1841 to 5 June -	509,400	35,987	545,387	199,304	48,249	247,553	392,403	22,972	415,375
TOTAL - -		14,435,460	892,595	15,328,055	12,612,092	863,560	13,475,652			
BARLEY	1828 from 15 July	125,490	- -	125,490	195,075	- -	195,075	699	- -	699
	1829 - -	305,798	- -	305,798	229,799	- -	229,799	64,979	- -	64,979
	1830 - -	132,210	- -	132,210	48,505	- -	48,505	147,025	- -	147,025
	1831 - -	368,809	223	369,032	514,395	215	514,610	1,889	- -	1,889
	1832 - -	101,713	97	101,810	77,891	97	77,988	17,504	- -	17,504
	1833 - -	85,221	- -	85,221	1,226	- -	1,226	98,341	- -	98,341
	1834 - -	88,562	- -	88,562	11,071	- -	11,071	165,717	- -	165,717
	1835 - -	67,796	- -	67,796	136,853	- -	136,853	51,762	- -	51,762
	1836 - -	83,483	- -	83,483	110,021	- -	110,021	7,078	- -	7,078
	1837 - -	87,791	- -	87,791	47,475	- -	47,475	37,053	- -	37,053
	1838 - -	2,203	- -	2,203	8,192	- -	8,192	11,409	- -	11,409
	1839 - -	579,405	- -	579,405	594,301	- -	594,301	1,121	- -	1,121
	1840 - -	625,437	- -	625,437	619,801	- -	619,801	9,110	- -	9,110
	1841 to 5 June -	10,986	- -	10,986	1,451	- -	1,451	16,259	- -	16,259
TOTAL - -		2,664,904	320	2,665,224	2,596,056	312	2,596,368			
OATS and OATMEAL.	1828 from 15 July	147,251	580	147,831	11,790	580	12,370	143,606	- -	143,606
	1829 - -	548,588	61	548,649	189,815	61	189,876	443,451	- -	443,451
	1830 - -	511,936	1,555	513,491	902,917	1,555	904,472	25,726	- -	25,726
	1831 - -	615,117	7,099	622,216	348,666	6,826	355,492	282,251	233	282,484
	1832 - -	31,138	709	31,847	2,150	932	3,082	225,175	- -	225,175
	1833 - -	23,334	- -	23,334	975	- -	975	226,384	- -	226,384
	1834 - -	175,026	- -	175,026	55,620	- -	55,620	331,521	- -	331,521
	1835 - -	113,188	- -	113,188	176,142	- -	176,142	239,688	- -	239,688
	1836 - -	131,466	- -	131,466	97,197	- -	97,197	216,660	- -	216,660
	1837 - -	418,885	- -	418,885	334,024	- -	334,024	253,854	- -	253,854
	1838 - -	55,539	4	55,543	11,068	4	11,072	242,199	- -	242,199
	1839 - -	670,453	60	670,513	862,729	60	862,789	15,845	- -	15,845
	1840 - -	541,400	4,863	546,263	513,338	3,714	517,052	15,011	975	15,986
	1841 to 5 June -	23,479	2,611	26,090	121	1,636	1,757	28,184	1,058	29,242
TOTAL - -		4,006,800	17,542	4,024,342	3,506,552	15,368	3,521,920			

ABSTRACT OF THE FOREGOING ACCOUNT IN YEARLY PERIODS—*continued.*

		QUANTITIES IMPORTED.			QUANTITIES ENTERED FOR HOME CONSUMPTION.			QUANTITIES REMAINING IN WAREHOUSE AT THE END OF EACH YEAR.		
		Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.	Foreign.	Colonial.	TOTAL.
		Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
RYE	1828 from 15 July	28,172	-	28,172	144	-	144	31,609	-	31,609
	1829 - -	67,392	-	67,392	64,963	-	64,963	26,435	-	26,435
	1830 - -	44,784	-	44,784	19,189	-	19,189	17,604	-	17,604
	1831 - -	93,006	-	93,006	56,203	-	56,203	20,703	-	20,703
	1832 - -	4,646	-	4,646	60	-	60	4,054	-	4,054
	1833 - -	3,370	-	3,370	1	-	1	5,720	-	5,720
	1834 - -	10	-	10	22	-	22	5,108	-	5,108
	1835 - -	-	-	-	3	-	3	3,450	-	3,450
	1836 - -	6,626	-	6,626	18	-	18	6,805	-	6,805
	1837 - -	30,711	-	30,711	19,576	-	19,576	12,047	-	12,047
	1838 - -	1,781	-	1,781	2,517	-	2,517	5,079	-	5,079
	1839 - -	153,673	-	153,673	152,582	-	152,582	3,036	-	3,036
	1840 - -	3,332	-	3,332	1,857	-	1,857	3,326	-	3,326
1841 to 5 June -	-	-	-	20	-	20	2,973	-	2,973	
TOTAL - -		437,503	-	437,503	317,155	-	317,155			
PEASE	1828 from 15 July	41,295	1,499	42,794	42,269	1,499	43,768	8,338	-	8,338
	1829 - -	39,272	1,140	40,412	35,271	1,140	36,411	10,207	-	10,207
	1830 - -	32,667	1,905	34,572	42,598	1,909	44,507	192	-	192
	1831 - -	58,925	582	59,507	57,365	612	57,977	699	-	699
	1832 - -	20,190	8	20,198	16,587	8	16,595	3,088	-	3,088
	1833 - -	15,879	11	15,890	18,081	11	18,092	315	-	315
	1834 - -	67,595	285	67,880	57,417	285	57,702	9,935	-	9,935
	1835 - -	23,566	650	24,216	24,525	659	25,184	7,705	-	7,705
	1836 - -	78,289	10	78,299	80,918	10	80,928	3,154	-	3,154
	1837 - -	111,254	7	111,261	87,608	7	87,615	22,929	-	22,929
	1838 - -	29,753	95	29,848	11,525	93	11,618	35,120	1	35,121
	1839 - -	139,734	278	140,012	169,991	279	170,270	3,867	-	3,867
	1840 - -	154,270	4,216	158,486	155,202	4,255	159,457	2,904	-	2,904
1841 to 5 June -	35,921	2,694	38,615	15,912	2,694	18,606	20,180	-	20,180	
TOTAL - -		848,610	13,389	861,999	815,269	13,461	828,730			
BEANS	1828 from 15 July	37,230	-	37,230	72,863	-	72,863	17,951	-	17,951
	1829 - -	46,487	-	46,487	61,406	-	61,406	2,557	-	2,557
	1830 - -	16,909	-	16,909	18,697	-	18,697	808	-	808
	1831 - -	22,345	-	22,345	17,678	-	17,678	5,305	-	5,305
	1832 - -	27,914	-	27,914	7,439	-	7,439	20,962	-	20,962
	1833 - -	22,859	-	22,859	6,028	-	6,028	37,223	-	37,223
	1834 - -	47,756	-	47,756	44,566	-	44,566	38,557	-	38,557
	1835 - -	34,380	-	34,380	69,824	-	69,824	2,306	-	2,306
	1836 - -	93,056	-	93,056	87,796	-	87,796	7,374	-	7,374
	1837 - -	105,607	-	105,607	109,076	-	109,076	4,519	-	4,519
	1838 - -	64,358	-	64,358	54,240	-	54,240	14,314	-	14,314
	1839 - -	109,810	-	109,810	123,597	-	123,597	701	-	701
	1840 - -	129,361	57	129,418	129,460	57	129,517	760	-	760
1841 to 5 June -	57,521	-	57,521	28,014	-	28,014	29,804	-	29,804	
TOTAL - -		815,593	57	815,650	830,684	57	830,741			

* Previously to 1833, the Monthly Returns of the Importation and Consumption of Foreign and Colonial Corn were collected together, in annual periods, commencing on 1st January, and terminating on 31st December. From 1833, downwards, they have been made up, like the other Accounts of this department, in periods commencing on 6th January in each year, and terminating on 5th January in the year succeeding. This circumstance is necessary to be noted, inasmuch as it explains why the aggregate Imports and Consumption of the several years, from 1828 to 1832 inclusive, as exhibited in the present Statement, will be found to differ to a small extent from the quantities shown in other Accounts, which have been compiled, not, as in this case, from special Monthly Returns of the Corn Trade, but from the ordinary records of the general commerce of the country.

GRAIN AND FLOUR.—WHEAT.—WHEAT AND WHEAT FLOUR, &c.

RETURNS showing the Total Quantities of FOREIGN and COLONIAL GRAIN and FLOUR entered for HOME CONSUMPTION since the passing of 9 Geo. 4, c. 60, to 5 January 1841:—the Quantities of FOREIGN and COLONIAL WHEAT entered Weekly for HOME CONSUMPTION from 5 January 1832 to 5 January 1841:—and, the Quantities of FOREIGN WHEAT and WHEAT FLOUR, and all other kinds of FOREIGN GRAIN and PULS respectively, imported since the passing of 9 Geo. 4, c. 60, to 5 June 1841.

(*Mr. HAMES.—Colonel Wood.—Mr. Goulburn.*)

*Ordered, by The House of Commons, to be Printed,
22 June 1841.*

435.

Under 8 oz.

COPPER.—TIN.

RETURNS to Two several Orders of the Honourable The House of Commons,
dated 23 February 1841;—for,

— 1.—

AN ACCOUNT of all COPPER Imported into the UNITED KINGDOM, in the Year ending 5th January 1841; distinguishing each Sort of Copper, from what Country, and into what Ports Imported.

— 2.—

AN ACCOUNT of the Quantities of COPPER Exported from the UNITED KINGDOM in the Year ending 5th January 1841; distinguishing each Sort, from what Port sent, and to what Country Exported.

— 3.—

AN ACCOUNT of the Quantities of COPPER Exported from the PORT of LONDON, in the Year ending 5th January 1841; distinguishing each Sort, and to what Country Exported.

— 4.—

AN ACCOUNT of the Quantities of COPPER Exported from the PORT of LIVERPOOL, in the Year ending 5th January 1841; distinguishing each Sort, and to what Country Exported.

— 5.—

AN ACCOUNT of all COPPER ORE that has been Imported into the UNITED KINGDOM, without Payment of Duty, for the Purpose of Exportation, in the Year ending 5th January 1841.

— 6.—

AN ACCOUNT of all TIN Imported into the UNITED KINGDOM, in the Year ending 5th January 1841; distinguishing from what Countries Imported:—Also, AN ACCOUNT of all TIN Exported from the UNITED KINGDOM, in the Year ending 5th January 1841; distinguishing to what Countries Exported.

(*Mr. Pendarves.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

C O P P E R.

1.—COPPER IMPORTED into the UNITED KINGDOM in the Year ending 5th January 1841.

	Unwrought, in Bricks or Pigs, Rose Copper and all Cast Copper.	Part Wrought, viz. Bars, Rods, or Ingots, hammered or raised.	PLATES and COIN.	OLD, fit only for Re-manu- facture.	ORE.	COPPER MANUFACTURES:	
						Entered by Weight.	Entered by Value.
PORTS into which Imported:—							
ENGLAND.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	£. s. d.
LONDON - - -	1,055 2 7	15 2 3	1,461 2 6	885 - 7	1,304 - 5	261 - 27	1,958 8 6
Dover - - -	- - -	- - -	- - -	- - -	- - -	- - -	139 15 -
Rye - - -	- - -	- - -	- - -	- - -	- - -	- - -	- 7 6
Shoreham - - -	- - -	- - -	- - -	- - -	- - -	- - -	27 - -
Bideford - - -	- - -	- - -	- - -	- - -	84 2 21	- - -	- - -
Bristol - - -	- - -	- - -	- - -	- - -	2,914 - -	- - -	- - -
Swansea { Foreign	3,238 1 14	- - -	- - -	- - -	669,452 3 6	- - -	- - -
Of the Isle of Man	- - -	- - -	- - -	- - -	5,960 - -	- - -	- - -
Llanelli - - -	- - -	- - -	- - -	- - -	28,924 - -	- - -	- - -
Liverpool - - -	2,799 3 13	- - -	227 2 27	1,741 2 9	136,330 1 6	18 - 14	11 11 -
Newcastle - - -	- - -	- - -	1,477 0 11	29 1 11	2 2 14	- - -	- - -
Hull - - -	- - -	- - -	2 1 8	- - -	- - -	- - -	8 9 -
SCOTLAND.							
Leith - - -	- - -	- - -	- - -	- - -	- - -	- - -	51 10 -
Greenock - - -	- - -	- - -	- - -	- 2 21	- - -	- - -	- - -
Port Glasgow - - -	- - -	- - -	- - -	4 2 10	- - -	- - -	- - -
Glasgow - - -	- - -	- - -	- - -	- - -	- - -	- - -	15 18 -
IRELAND.							
Dublin - - -	- - -	- - -	- - -	- - -	- - -	- - -	29 5 -
Wexford - - -	- - -	- - -	- - -	3 2 18	- - -	- - -	- - -
TOTAL Quantity Imported }	7,093 3 6	15 2 3	3,168 2 24	2,664 3 20	844,974 1 24	279 1 13	2,242 4 -
COUNTRIES from which Imported:—							
RUSSIA - - -	- - -	- - -	- - -	- - -	- - -	- - -	3 - -
Sweden - - -	3,238 1 14	- - -	- - -	- - -	470 - -	- - -	- - -
Norway - - -	- - -	- - -	1,477 - 11	- - -	1,148 2 14	- - -	- - -
Denmark - - -	- - -	- - -	1 3 11	- - -	- - -	- - -	2 10 -
Germany - - -	- - -	- - -	- 1 25	19 - 20	- - -	217 1 7	327 2 6
Holland - - -	- - -	- - -	- - -	- - -	806 - -	1 - 20	65 3 -
Belgium - - -	- - -	- - -	- - -	29 1 11	- - -	- - -	11 - -
France - - -	1 - -	- 1 21	- - 15	- - -	- 2 -	- - -	1,780 3 6
Gibraltar - - -	- - -	- - -	- - -	- - -	52 3 3	- - -	- - -
Italy - - -	5 2 11	- - -	- 3 20	- - -	2,053 1 14	- - -	1 19 -
Western Coast of Africa	- - -	- - -	- - -	286 2 2	- - -	- - -	- - -
Cape of Good Hope -	- - -	- - -	- - -	435 - 15	- - -	12 - 26	- 5 -
Madagascar - - -	- 3 3	- - -	- - -	- 2 26	- - -	- - -	- - -
Mauritius - - -	- - -	- - -	- - -	- - -	- - -	46 - 16	- - -
East India Company's Territories }	18 - 23	- - -	- - -	18 - 19	- - -	- - -	19 5 -
China - - -	- - -	- - -	- - -	- - -	- - -	- - -	29 - -
New South Wales } and other Australian Settlements - }	- - -	- - -	- - -	79 2 27	- - -	2 2 -	- - -
New Zealand - - -	- - -	- - -	- - -	20 3 17	- - -	- - -	- - -
British North American Colonies }	- - -	- - -	- - -	22 2 7	84 2 21	- - -	- - -
British West Indies -	- - -	- - -	- - -	15 1 4	9,383 3 19	- - -	- - -
Cuba - - -	- - -	- - -	- - -	- - -	525,778 2 11	- - -	- - -
United States of America	483 1 8	- - -	- - -	115 - 25	42,985 - 22	- - -	- - -
Mexico - - -	- - -	- - -	- - -	16 3 14	358 - 11	- - -	- - -
Columbia - - -	- - -	- - -	- - -	1 2 9	13,539 2 18	- - -	- - -
Brazil - - -	- - -	- - -	1,688 - 26	1,603 2 20	- - -	- - -	1 16 -
Chili - - -	3,346 2 3	15 - 10	- - -	- - -	216,386 1 19	- - -	1 - -
Peru - - -	- - -	- - -	- - -	- - -	25,966 2 12	- - -	- - -
Isle of Man (Produce)	- - -	- - -	- - -	- - -	5,960 - -	- - -	- - -
TOTAL Quantity Imported }	7,093 3 6	15 2 3	3,168 2 24	2,664 3 20	844,974 1 24	279 1 13	2,242 4 -

2.—COPPER EXPORTED from the UNITED KINGDOM in the Year ending 5th January 1841.

PORTS from which EXPORTED.	BRITISH COPPER.						COPPER Smelted in the United Kingdom from Foreign Ore. Unwrought in Bricks, Pigs, &c.
	UNWROUGHT, in Bricks, Pigs, &c.	COIN.	SHEETS, NAILS, &c.	WIRE.	WROUGHT COPPER, of other Sorts.	TOTAL of BRITISH COPPER.	
ENGLAND.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.
LONDON - - -	12,067 3 13	390 2 24	48,176 2 15	24 2 27	4,957 1 16	65,617 1 11	16,082 - 14
Dover - - -	- - -	- - -	- - -	- - -	21 - -	21 - -	- - -
Southampton - - -	- - -	- - -	- - -	- - -	307 - -	307 - -	- - -
Poole - - -	- - -	- - -	2 1 24	- - -	18 2 25	21 - 21	- - -
Weymouth - - -	- - -	- - -	- - -	- - -	19 2 -	19 2 -	- - -
Plymouth - - -	- - -	- - -	21 2 -	- - -	15 - -	36 2 -	- - -
Bideford - - -	- - -	- - -	- - -	- - -	16 2 11	16 2 11	- - -
Bristol - - -	- - -	- - -	5,961 2 2	- 2 -	1,143 2 16	7,105 2 18	- - -
Swansea - - -	15 - -	- - -	2,092 2 18	- - -	187 - -	2,294 2 18	98,540 - 27
Llanelly - - -	- - -	- - -	36 - 22	- - -	- - -	36 - 22	25,800 - 13
Liverpool - - -	8,185 - -	- - -	60,434 - 8	13 - -	2,747 3 -	71,379 3 8	11,922 - 7
Whitehaven - - -	- - -	- - -	- 3 10	- - -	13 2 5	14 1 15	- - -
Newcastle - - -	- - -	- - -	544 1 1	- - -	151 1 9	695 2 10	- - -
Sunderland - - -	- - -	- - -	- - -	- - -	- - 21	- - 21	- - -
Stockton - - -	- - -	- - -	- - -	- - -	1 - -	1 - -	- - -
Hull - - -	- - -	- - -	410 3 7	- 2 2	24 3 22	436 1 3	- - -
SCOTLAND.							
Leith - - -	- - -	- - -	108 3 25	- - -	34 - 16	143 - 13	- - -
Aberdeen - - -	- - -	- - -	- - -	- - -	- - 17	- - 17	- - -
Greenock - - -	87 - -	- - -	1,146 3 5	- - -	272 3 4	1,506 2 9	- - -
Port Glasgow - - -	- - -	- - -	83 1 20	- - -	157 3 5	241 - 25	- - -
Glasgow - - -	- - -	- - -	245 2 -	- - -	185 - 12	430 2 12	- - -
IRELAND.							
Dublin - - -	- - -	- - -	- - -	- - -	6 3 17	6 3 17	- - -
Belfast - - -	- - -	- - -	- - -	- - -	145 1 18	145 1 18	1,260 - -
TOTAL - - -	20,354 3 13	390 2 24	119,265 2 17	38 3 1	10,426 3 18	150,476 3 17	153,604 2 5

PORTS from which EXPORTED.	FOREIGN COPPER.						
	UNWROUGHT, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Part Wrought, viz. Bars, Rods or Ingots, hammered or raised.	PLATES and COIN.	OLD, for Re-manufacture.	ORE.	COPPER MANUFACTURES:	
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Entered by Weight.	Entered by Value.
LONDON - - -	1,038 2 22	15 - 10	1,618 3 1	797 3 25	66 - 24	261 - 27	97 - -
Swansea - - -	1,459 - 22	- - -	- - -	- - -	- - -	- - -	- - -
Liverpool - - -	3,531 - 12	1 1 17	227 2 27	1,720 - 4	- - -	18 0 14	9 - -
Newcastle - - -	- - -	- - -	1,477 - 11	- - -	- - -	- - -	- - -
TOTAL - - -	6,029 - -	16 1 27	3,323 2 11	2,518 - 1	66 - 24	279 1 13	106 - -

2.—COPPER Exported from the United Kingdom in the Year ending 5th January 1841—continued.

COUNTRIES to which EXPORTED.	BRITISH COPPER.						COPPER Smelted in the United Kingdom from Foreign Ore. Unwrought, in Bricks, Pigs, &c.
	UNWROUGHT, in Bricks, Pigs, &c.	COIN.	SHEETS, NAILS, &c.	WIRE.	WROUGHT COPPER of other Sorts.	TOTAL of BRITISH COPPER.	
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.
Russia - - -	- - -	- - -	4 - -	1 1 5	- - -	5 1 5	- - -
Sweden - - -	- - -	- - -	594 - 8	- - -	12 1 12	606 1 20	- - -
Norway - - -	- - -	- - -	- - -	- - -	18 1 24	18 1 24	- - -
Denmark - - -	- - -	- - -	1 2 -	- - -	14 3 21	16 1 21	- - -
Prussia - - -	- - -	- - -	17 - -	- 3 15	- - -	17 3 15	150 1 3
Germany - - -	- - -	- - -	9,747 3 3	4 2 7	40 2 19	9,793 - 1	138 - 18
Holland - - -	5 - 4	- - -	2,450 - 1	- 2 3	490 3 12	2,946 1 20	22,024 1 6
Belgium - - -	10 - -	- - -	1,803 3 3	6 - -	241 3 20	2,061 2 23	6,145 3 23
France - - -	- - -	- - -	86 - 14	- - -	314 2 -	430 2 14	115,701 1 23
Portugal, Azores and Madeira - - -	- - -	- - -	1,669 - 23	- - -	182 3 -	1,851 3 23	- - -
Spain and the Ca- naries - - -	15 - -	- - -	565 2 23	- - -	12 2 -	593 - 23	- - -
Gibraltar - - -	- - -	- - -	832 3 11	- - -	26 2 24	859 2 7	40 - 3
Italy - - -	- - -	- - -	4,396 - 14	- - -	95 - -	4,491 - 14	1,133 2 9
Malta - - -	- - -	- - -	315 1 8	2 2 -	2 - -	319 3 8	- - -
Ionian Islands - - -	- - -	- - -	45 - 25	- - -	1 - -	46 - 25	- - -
Turkey and Conti- nental Greece - -	- - -	- - -	239 2 8	- - -	1 2 -	241 - 8	- - -
Asia - - -	20,270 - 2	389 2 16	54,812 2 20	7 1 8	2,185 2 8	77,665 - 26	5,325 1 6
Africa - - -	- - -	- - -	1,272 1 6	- - -	1,338 1 2	2,610 2 8	- - -
British North Ame- rican Colonies - -	- - -	- - -	5,571 2 4	- 2 -	481 1 8	6,053 1 12	- - -
British West Indies - -	- - -	1 - 8	2,609 - 13	3 3 21	3,624 - 24	6,238 1 10	- - -
Foreign West Indies - -	- - -	- - -	3,254 1 10	- - -	470 1 -	3,724 2 10	- - -
United States of America - - -	- - -	- - -	18,352 - 21	- 2 26	90 2 -	18,443 1 19	2,945 1 26
Mexico - - -	- - -	- - -	16 - -	10 - -	- 1 22	26 1 22	- - -
Columbia - - -	- - -	- - -	101 - -	- - -	28 - -	129 - -	- - -
Brazil - - -	42 3 7	- - -	7,023 1 20	- - -	646 1 3	7,712 2 2	- - -
States of the Rio de la Plata - - -	- - -	- - -	78 - -	- - -	- - -	78 - -	- - -
Chili - - -	- - -	- - -	469 - -	- - -	2 - -	471 - -	- - -
Peru - - -	- - -	- - -	18 - -	- - -	- - -	18 - -	- - -
Isles of Guernsey, Jersey, Alderney and Man - - -	12 - -	- - -	2,919 3 6	- 2 -	74 3 15	3,007 - 21	- - -
TOTAL - -	20,354 3 13	390 2 24	119,265 2 17	38 3 1	10,426 3 18	150,476 3 17	153,604 2 5

COUNTRIES to which EXPORTED.	FOREIGN COPPER.							
	UNWROUGHT, in Bricks or Pigs, Rose Copper and all Cast Copper.	Part Wrought, viz. Bars, Rods or Ingots, hammered or raised.	PLATES and COIN.	OLD, for Re-manufacture.	ORE.	COPPER MANUFACTURES:		
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Entered by Weight.	Entered by Value.	£. s. d.
GERMANY - - -	2 - 7	- - -	- - -	25 1 9	- - -	- - -	- - -	- - -
Holland - - -	1,592 - 17	15 - 10	1,133 3 5	2,137 2 21	- - -	14 2 26	- - -	- - -
Belgium - - -	- - -	- - -	- - -	106 3 8	- - -	- - -	- - -	- - -
France - - -	1,459 - 22	- - -	1,477 - 11	61 3 13	- - -	- - -	- - -	- - -
Spain - - -	- - -	- - -	- - -	- - -	- - -	46 - 16	- - -	- - -
Italy - - -	117 1 20	1 1 17	- - -	140 - 1	- - -	- - -	- - -	- - -
Asia - - -	2,858 - 18	- - -	712 2 23	44 2 12	66 - 24	217 1 7	50 - -	- - -
Africa - - -	- - -	- - -	- - -	- - -	- - -	1 - 20	- - -	- - -
British West Indies - -	- - -	- - -	- - -	- - -	- - -	- - -	45 - -	- - -
Chili and Peru - - -	- - -	- - -	- - -	- - -	- - -	- - -	11 - -	- - -
Guernsey, Jersey, Alderney & Sark - -	- - -	- - -	- - -	1 2 21	- - -	- - -	- - -	- - -
TOTAL - -	6,029 - -	16 1 27	3,323 2 11	2,518 - 1	66 - 24	279 1 13	106 - -	- - -

3.—COPPER EXPORTED from the PORT of LONDON in the Year ending 5th January 1841.

COUNTRIES to which EXPORTED.	BRITISH COPPER.						COPPER Smelted in the United Kingdom from Foreign Ore. Unwrought in Bricks, Pigs, &c.
	UNWROUGHT in Bricks, Pigs, &c.	COIN.	SHEETS, NAILS, &c.	WIRE.	WROUGHT COPPER of other Sorts.	TOTAL of BRITISH COPPER.	
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.
Russia - - -	- - -	- - -	4 - -	1 1 5	- - -	5 1 5	- - -
Sweden - - -	- - -	- - -	132 1 -	- - -	3 - 14	135 1 14	- - -
Denmark - - -	- - -	- - -	1 2 -	- - -	- - -	1 2 -	- - -
Prussia - - -	- - -	- - -	17 - -	- 3 15	- - -	17 3 15	150 1 3
Germany - - -	- - -	- - -	9,513 3 3	4 - 5	23 2 19	9,541 1 27	138 - 18
Holland - - -	5 - 4	- - -	2,235 3 7	- 2 3	414 - 27	2,655 2 13	9,345 - 3
Belgium - - -	10 - -	- - -	1,688 3 3	6 - -	241 3 20	1,946 2 23	6,145 3 23
France - - -	- - -	- - -	46 - 14	- - -	25 - -	71 - 14	- - -
Portugal, Azores and Madeira - - -	- - -	- - -	1,336 - 23	- - -	156 3 -	1,492 3 23	- - -
Spain and the Ca- naries - - -	- - -	- - -	512 2 23	- - -	12 2 -	525 - 23	- - -
Gibraltar - - -	- - -	- - -	446 3 11	- - -	26 2 24	473 2 7	- - -
Italy - - -	- - -	- - -	2,470 - 14	- - -	51 - -	2,521 - 14	502 2 23
Malta - - -	- - -	- - -	88 1 8	2 2 -	2 - -	92 3 8	- - -
Ionian Islands - - -	- - -	- - -	45 - 25	- - -	1 - -	46 - 25	- - -
Turkey and Conti- nental Greece - -	- - -	- - -	239 2 8	- - -	1 2 -	241 - 8	- - -
Asia - - -	12,010 - 2	389 2 16	20,554 1 20	7 1 8	752 2 12	33,714 - 2	- - -
Africa - - -	- - -	- - -	1,120 3 6	- - -	465 1 2	1,586 - 8	- - -
British North Ameri- can Colonies - - -	- - -	- - -	1,170 2 23	- 2 -	81 - -	1,252 - 23	- - -
British West Indies - - -	- - -	1 - 8	1,246 2 19	- 3 21	2,035 1 13	3,284 - 5	- - -
Foreign West Indies - - -	- - -	- - -	393 1 13	- - -	130 - -	523 1 13	- - -
United States of America - - -	- - -	- - -	480 - 21	- 2 26	52 - -	532 3 19	- - -
Mexico - - -	- - -	- - -	7 - -	- - -	- 1 22	7 1 22	- - -
Columbia - - -	- - -	- - -	1 - -	- - -	22 - -	23 - -	- - -
Brazil - - -	42 3 7	- - -	3,598 1 20	- - -	449 1 3	4,090 2 2	- - -
Chili - - -	- - -	- - -	- - -	- - -	2 - -	2 - -	- - -
Isles of Guernsey, Jersey, Alderney and Man - - -	- - -	- - -	825 3 6	- - -	8 - -	833 3 6	- - -
TOTAL - - -	12,067 3 13	390 2 24	48,176 2 15	24 2 27	4,957 1 16	65,617 1 11	16,082 - 14

COUNTRIES to which EXPORTED.	FOREIGN COPPER.						
	UNWROUGHT, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Part Wrought, viz. Bars, Rods or Ingots, hammered or raised.	PLATES and COIN.	OLD, for Re-manufacture.	ORE.	COPPER MANUFACTURES:	
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Entered by Weight.	Entered by Value.
GERMANY- - -	2 - 7	- - -	- - -	25 1 9	- - -	- - -	- - -
Holland - - -	757 - 24	15 - 10	906 - 21	560 1 22	- - -	14 2 26	- - -
Belgium - - -	- - -	- - -	- - -	106 3 8	- - -	- - -	- - -
France - - -	- - -	- - -	- - -	61 3 13	- - -	- - -	- - -
Spain - - -	- - -	- - -	- - -	- - -	- - -	46 - 16	- - -
Italy - - -	- - -	- - -	- - -	41 3 8	- - -	- - -	50 - -
Asia - - -	279 1 19	- - -	712 2 8	- - -	66 - 24	199 - 21	- - -
Africa - - -	- - -	- - -	- - -	- - -	- - -	1 - 20	- - -
British West Indies - - -	- - -	- - -	- - -	- - -	- - -	- - -	45 - -
Chili - - -	- - -	- - -	- - -	- - -	- - -	- - -	2 - -
Guernsey, Jersey, Al- derney and Sark - -	- - -	- - -	- - -	1 2 21	- - -	- - -	- - -
TOTAL - - -	1,038 2 22	15 - 10	1,618 3 1	797 3 25	66 - 24	261 - 27	97 - -

4.—COPPER EXPORTED from the PORT of LIVERPOOL, in the Year ending 5th January 1841.

COUNTRIES to which EXPORTED.	BRITISH COPPER.					COPPER Smelted in the United Kingdom from Foreign Ore. — Unwrought, in Bricks, Pigs, &c.
	UNWROUGHT, in Bricks, Pigs, &c.	SHEETS, NAILS, &c.	WIRE.	WROUGHT COPPER of other Sorts.	TOTAL of BRITISH COPPER.	
	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>C. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>
GERMANY - - -	- - -	234 - -	- - -	17 - -	251 - -	—
Holland - - -	- - -	178 - -	- - -	6 - -	184 - -	41 - -
Belgium - - -	- - -	115 - -	- - -	- - -	115 - -	—
France - - -	- - -	- - -	- - -	- - -	- - -	2,739 1 14
Portugal, Azores and Madeira - - }	- - -	314 - -	- - -	26 - -	340 - -	—
Spain and the Canaries - - -	- - -	53 - -	- - -	- - -	53 - -	—
Gibraltar - - -	- - -	386 - -	- - -	- - -	386 - -	40 - 3
Italy - - -	- - -	1,926 - -	- - -	44 - -	1,970 - -	830 3 14
Malta - - -	- - -	227 - -	- - -	- - -	227 - -	—
Asia - - -	8,173 - -	32,624 - -	- - -	1,041 - -	41,838 - -	5,325 1 6
Africa - - -	- - -	151 - -	- - -	178 - -	329 - -	—
British North Ameri- can Colonies - }	- - -	4,123 3 8	- - -	39 - -	4,162 3 8	—
British West Indies - - -	- - -	1,260 1 -	3 - -	1,109 3 -	2,373 - -	—
Foreign West Indies - - -	- - -	2,622 - -	- - -	82 - -	2,704 - -	—
United States of Ame- rica - - - }	- - -	11,981 - -	- - -	2 - -	11,983 - -	2,945 1 26
Mexico - - -	- - -	9 - -	10 - -	- - -	19 - -	—
Columbia - - -	- - -	100 - -	- - -	6 - -	106 - -	—
Brazil - - -	- - -	3,425 - -	- - -	197 - -	3,622 - -	—
States of the Rio de la Plata - - }	- - -	78 - -	- - -	- - -	78 - -	—
Chili - - -	- - -	469 - -	- - -	- - -	469 - -	—
Peru - - -	- - -	18 - -	- - -	- - -	18 - -	—
Isles of Guernsey, Jer- sey, Alderney and Man - - - }	12 - -	140 - -	- - -	- - -	152 - -	—
TOTAL - -	8,185 - -	60,434 - 8	13 - -	2,747 3 -	71,379 3 8	11,922 - 7

COUNTRIES to which EXPORTED.	FOREIGN COPPER.					
	UNWROUGHT, in Bricks or Pigs, Rose Copper and all Cast Copper.	Part Wrought, viz. Bars, Rods or Ingots, hammered or raised.	PLATES and COIN.	OLD, for Re-manufacture.	COPPER MANUFACTURES:	
	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	Entered by Weight.	Entered by Value.
	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>£. s. d.</i>
HOLLAND - - -	834 3 21	- - -	227 2 12	1,577 - 27	—	—
Italy - - -	117 1 20	1 1 17	- - -	98 - 21	—	—
Asia - - -	2,578 2 27	- - -	- - 15	44 2 12	18 - 14	—
Peru - - -	- - -	- - -	- - -	- - -	- - -	9 - -
TOTAL - -	3,531 - 12	1 1 17	227 2 27	1,720 - 4	18 - 14	9 - -

5.—AN ACCOUNT of all COPPER ORE that has been Imported into the UNITED KINGDOM without Payment of Duty, for the purpose of Exportation, in the Year ending 5th January 1841.

Quantity Imported and Warehoused, for the purpose of being afterwards Exported or delivered for Home Consumption, at the option of the Merchant	Cwts.	qrs.	lbs.
Quantity Exported from the Warehouses without Payment of Duty; viz.			
Foreign Copper Ore	66	24	
Copper smelted in this Country from Foreign Ore	153,604	2	5

T I N.

6.—AN ACCOUNT of all TIN Imported into the UNITED KINGDOM in the Year ending 5th January 1841; distinguishing from what Countries Imported:—Also, AN ACCOUNT of all TIN Exported from the UNITED KINGDOM in the Year ending 5th January 1841; distinguishing to what Countries Exported.

TIN IMPORTED into the UNITED KINGDOM.

COUNTRIES FROM WHICH IMPORTED.	Year ending 5th January 1841.		
	Tin.		Tin Ore.
	Cwts.	qrs.	lbs.
HOLLAND	275	1	12
Cape of Good Hope	362	2	13
East India Company's Territories (exclusive of Singapore)	630	—	16
Singapore	6,716	2	19
Siam	29	—	14
Java	241	3	1
China	305	2	7
British West Indies	36	1	24
Peru	793	—	23
TOTAL	9,390	3	17

TIN EXPORTED from the UNITED KINGDOM.

COUNTRIES TO WHICH EXPORTED.	Year ending 5th January 1841.		
	British Tin.		Foreign Tin.
	Cwts.	qrs.	lbs.
RUSSIA	5,802	—	17
Sweden	232	2	3
Norway	13	2	3
Denmark	9	1	4
Prussia	519	3	26
Germany	449	2	25
Holland	717	2	20
Belgium	—	—	—
France	19,193	—	10
Portugal, Azores and Madeira	328	2	24
Spain and the Canaries	488	2	26
Gibraltar	771	3	—
Italy	3,763	3	17
Malta	60	—	—
Ionian Islands	12	—	—
Morea and Greek Islands	118	—	—
Turkey	2,078	—	—
Syria and Palestine	124	—	—
Asia	86	—	25
Africa	97	3	—
British North American Colonies	67	1	13
British West Indies	115	3	17
Foreign West Indies	62	—	—
United States of America	1,391	3	12
Mexico	8	—	—
Columbia	1	—	—
Brazil	338	—	—
States of the Rio de la Plata	17	—	—
Isles of Guernsey, Jersey, Alderney and Man	16	2	10
TOTAL	36,884	3	—

Inspector-General's Office,
Custom House, London,
22 April 1841.

WILLIAM IRVING,
Inspector-General of Imports
and Exports.

COPPER.—TIN.

ACCOUNTS

OF

COPPER AND TIN IMPORTED AND
EXPORTED

IN THE

YEAR ENDING 5TH JANUARY

1841.

(*Mr. Pendarves.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

257.

Under 1 qz.

DEALS AND PLANKS.

(PORT OF CORK.)

RETURN to an ORDER of the Honourable The House of Commons,
dated 2 March 1841 ;—for,

AN ACCOUNT of the Quantity of DEALS and PLANKS Imported into the Port of *Cork*,
during the Year ending the 5th day of January 1841 ; distinguishing the Quantities
of each particular Dimension.

	Quantities Imported into the Port of Cork during the Year ending 5th January 1841.		
DEALS ; viz.			
Above 7 inches wide, above 16 and not exceeding 21 feet long, and not exceeding 3 ½ inches thick - - - - -	C.	Qrs.	No.
	0	0	5
Above 7 inches wide, above 21 and not exceeding 45 feet long, and not exceeding 3 ½ inches thick - - - - -	0	0	21
Above 7 and not exceeding 12 inches wide, and not exceeding 3 ½ inches thick, above 8 and not exceeding 12 feet long - - - - -	29	3	27
Above 7 and not exceeding 12 inches wide, and not exceeding 3 ½ inches thick, above 12 and not exceeding 14 feet long - - - - -	7	2	16
Above 7 and not exceeding 12 inches wide, and not exceeding 3 ½ inches thick, above 14 and not exceeding 16 feet long - - - - -	5	1	9
Above 7 and not exceeding 12 inches wide, and not exceeding 3 ½ inches thick, above 16 and not exceeding 18 feet long - - - - -	3	0	27
Above 7 and not exceeding 12 inches wide, and not exceeding 3 ½ inches thick, above 18 and not exceeding 20 feet long - - - - -	3	1	12
Exceeding 8 feet long, of any British Possession in America - - -	1,458	1	26
	1,508	0	23
DEAL ENDS ; viz.			
Above 7 and not exceeding 12 inches wide, under 8 feet long, and not exceeding 3 ½ inches thick - - - - -	4	1	13
Under 8 feet long, of any British Possession in America - - - - -	25	2	9
	29	3	22
DEALS and DEAL ENDS of all sorts, of any British Possession in America (imported before 25th June 1840) - - - - -			
	265	3	4
BATTENS ; viz.			
Exceeding 20 and not exceeding 45 feet in length, not above 7 inches wide, and not exceeding 3 ½ inches thick - - - - -	0	1	0
Exceeding 8 feet long, of any British Possession in America - - -	60	1	27
	60	2	27
PLANKS - - - - -			
	Nil.		

Inspector-General's Office,
Custom-house, London,
7 April 1841.

William Irving,
Inspector-General of Imports and Exports.

DEALS AND PLANKS.
(PORT OF CORK.)

AN ACCOUNT of the Quantity of DEALS and
PLANKS Imported into the Port of *Cork*, during
the Year ending the 5th day of January 1841 ;
distinguishing the Quantities of each particular
Dimension.

(*Mr. Serjeant Jackson.*)

Ordered, by The House of Commons, to be Printed,
11 May 1841.

FRESH FRUIT.

RETURN to an ORDER of the Honourable The House of Commons,
dated 23 April 1841 :—*for*,

AN ACCOUNT showing the Quantity and Various Kinds of FRESH FRUIT Imported in each Year,
from the Year 1835 to the end of the Year 1840, with the Rates of Duty chargeable, and the
Amount of Revenue received thereon.

YEARS.	Quantities Imported for Home Consumption.	Amount of Revenue received thereon.	RATES OF DUTY CHARGEABLE.
APPLES, Raw :	<i>Bushels.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
1835 - - - -	11,477	2,254 13 1	- 4 - per bushel.
1836 - - - -	14,747	2,883 7 9	—
1837 - - - -	20,702	4,144 4 9	—
1838 { to 16th August -	2,097	432 16 10	—
1838 { from 16th August -	<i>Value.</i> £. 33,395 12 3	1,682 16 10	5 - - per cent. ad val.
1839 - - - -	43,866 13 -	2,210 15 11	—
1840 - - - -	33,717 13 5	1,768 18 9	5 5 - per cent. (from 15 May.)
PEARS, Raw :	<i>Bushels.</i>		
1835 - - - -	186 $\frac{1}{2}$	70 18 6	- 7 6 per bushel.
1836 - - - -	67 $\frac{1}{2}$	25 6 6	—
1837 - - - -	73 $\frac{1}{2}$	28 1 8	—
1838 { to 16th August -	$\frac{3}{4}$	- 2 10	—
1838 { from 16th August -	<i>Value.</i> £. 222 16 6	11 2 10	5 - - per cent. ad val.
1839 - - - -	740 3 -	37 - 4	—
1840 - - - -	264 17 2	13 16 11	5 5 - per cent. (from 15 May.)
CHERRIES, Raw :	<i>Cwts. qrs. lbs.</i>		
1835 - - - -	43 2 25	41 6 3	- 18 8 per cwt.
1836 - - - -	73 2 10	72 13 -	—
1837 - - - -	11 2 7	10 15 10	—
1838 { to 16th August -	45 2 16	44 2 2	—
1838 { from 16th August -	<i>Value.</i> £. 15 2 6	- 15 2	5 - - per cent. ad val.
1839 - - - -	259 19 -	11 9 5	—
1840 - - - -	211 8 -	11 1 11	5 5 - per cent. (from 15 May.)
GRAPES :			
1835 - - - -	16,759 19 3	866 6 9	5 - - per cent. ad val.
1836 - - - -	19,597 2 2	984 11 8	—
1837 - - - -	23,974 17 10	1,212 16 9	—
1838 - - - -	22,068 2 1	1,104 15 10	—
1839 - - - -	28,101 11 1	1,444 18 9	—
1840 - - - -	32,005 18 -	1,685 12 1	5 5 - per cent. (from 15 May.)
RAW FRUIT, not other- wise enumerated :			
1835 - - - -	2,514 9 6	133 11 10	5 - - per cent. ad val.
1836 - - - -	3,406 11 11	177 16 1	—
1837 - - - -	726 5 3	36 16 9	—
1838 - - - -	1,148 1 1	57 9 -	—
1839 - - - -	4,204 16 10	210 6 1	—
1840 - - - -	2,664 15 1	139 16 3	5 5 - per cent. (from 15 May.)

Note.—The Specification of Quantity required by the terms of the Order can only be given in the case of articles upon which the Customs' duty is rated by tale, weight, or measure. When the duty is charged *ad valorem*, the value of the importations is necessarily exhibited in the place of quantity.

Inspector-General's Office,
Custom-House, London,
4th May 1841.

William Irving,
Inspector-General of Imports and Exports.

FRESH FRUIT.

AN ACCOUNT showing the Quantity and various Kinds of FRESH FRUIT imported in each Year, from the Year 1835 to the end of the Year 1840.

(*Mr. Hawes.*)

*Ordered, by The House of Commons, to be Printed,
6 May 1841.*

299.

Under 1 oz.

G L A S S.

RETURN to an Order of the Honourable The House of Commons, dated 18 February 1841 ;—for,

A RETURN of the AMOUNT of DUTY charged upon GLASS ; distinguishing the Amount on Flint, Plate, Broad, Crown, Bottle and German Sheet Glass, in the Year 1840 ; together with the Drawback on each Description of Glass ; the Produce of the Duties in *England, Ireland and Scotland* stated separately.

AMOUNT OF DUTY CHARGED ON GLASS.																				
FLINT.			PLATE.			BROAD.			CROWN.			BOTTLE.			GERMAN SHEET.			TOTAL.		
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
-	-	-	86,488	18	6	104,119	11	6	474,114	3	4	147,585	15	5	63,986	14	2	890,211	13	11
-	-	-	8,526	18	-	-	-	-	18,850	10	10	38,507	14	3	-	-	-	65,885	3	1
-	-	-	6,024	13	6	-	-	-	-	-	-	3,851	8	-	-	-	-	9,876	1	6
TOTAL - - £.			101,040	10	-	104,119	11	6	492,964	14	2	189,944	17	8	63,986	14	2	965,972	18	6
AMOUNT OF DRAWBACK PAID ON EXPORTATION.																				
ENGLAND			17,911	8	2	7,413	19	1	69,685	16	4	80,228	11	-	33,357	13	8	208,600	2	7
SCOTLAND			-	-	-	-	-	-	3,854	16	3	23,358	3	10	251	7	10	30,472	14	9
IRELAND			-	-	-	-	-	-	-	-	-	344	10	-	-	-	-	628	1	7
TOTAL - - £.			21,203	6	7	7,413	19	1	73,540	12	7	103,931	4	10	33,609	1	6	239,700	18	11

Excise Office, London, }
31 March 1841.

G. A. Cottrell,
1st Genl Acct.

G L A S S.

A RETURN of the AMOUNT of DUTY charged upon GLASS ; distinguishing the Amount on Flint, Plate, Broad, Crown, Bottle and German Sheet Glass, in the Year 1840 ; together with the DRAWBACK on each Description of Glass ; the Produce of the Duties in *England, Scotland and Ireland*, stated separately.

(*Mr. Haues.*)

Ordered, by The House of Commons, to be Printed,
2 April 1841.

G L A S S.

RETURNS to ORDERS of the Honourable The House of Commons,
dated 30 March and 5 May 1841;—for,

— (1.) —

RETURN of the Quantities of GLASS retained for Home Use, and of the Quantities Exported, for each Year, ending the 5th day of January 1840 and the 5th day of January 1841.

— (2.) —

RETURN of the Amount of DUTY Charged and DRAWBACK Paid on each Description of GLASS in *England*; distinguishing the Quantities and Weight, Rate of Duty, and of Drawback, and the Amount in each Year, ending the 5th day of January 1840 and the 5th day of January 1841.

— (3.) —

SIMILAR RETURNS for *Ireland*.

— (4.) —

SIMILAR RETURNS for *Scotland*.

— (5.) —

RETURN of the Amount of DRAWBACK or ALLOWANCE on GLASS for the Use of Churches, &c. in each Year, ending the 5th day of January 1840 and the 5th day of January 1841.

— (6.) —

RETURN of the Quantities of each Kind of GLASS Exported to *Ireland*, in the Years ending the 5th day of January 1840 and the 5th day of January 1841.

(*In continuation of Return, No. 419, Ordered by The House of Commons on the 15th and 17th days of July 1839, and in the same Detail.*)

— (7.) —

AN ACCOUNT of the Quantities of WINDOW GLASS, GERMAN SHEET GLASS, and PLATE GLASS, Imported and Entered for Home Consumption in the United Kingdom, in the Two Years ended the 5th day of January 1841, with the Rates and Amount of Duty received thereon, distinguishing the Countries from which Imported; also, of the Quantities of FOREIGN WINDOW GLASS, GERMAN SHEET GLASS, and PLATE GLASS, Exported from the United Kingdom, in the Two Years ended the 5th day of January 1841, distinguishing the Countries to which sent.

(*Mr. Ord.*)

Ordered, by The House of Commons, to be Printed,
6 May 1841.

— (1.) —

A RETURN of the Quantities of GLASS retained for Home Use, and of the Quantities

YEARS ended 5 January	QUANTITIES OF GLASS RETAINED FOR HOME USE.					
	Flint.	Plate.	Crown.	German Sheet.	Broad.	Common Bottle.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1840 - - - - -	82,309	26,465	113,340	5,170	8,514	252,608
1841 - - - - -	82,486	31,200	110,316	7,914	9,049	232,824

— (2.) —

A RETURN of the Amount of Duty Charged, and Drawback Paid, on each description of GLASS in England; distinguishing the Quantities and

YEARS ended 5 January	FLINT GLASS.			PLATE GLASS.			CROWN GLASS.		
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
	Lbs.		£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.
1840 -	10,099,699	2 d. per lb.	84,080	28,413	31.	85,239	120,859	31. 13 s. 6 d.	444,156
1841 - {	3,558,877	—	29,657	11,970	—	35,912	44,910	—	165,043
	6,495,042	{ & 5 p' cent. }	56,831	21,653	{ & 5 p' cent. }	66,206	80,095	{ & 5 p' cent. }	309,065

YEARS ended 5 January	FLINT GLASS.			PLATE GLASS.				CROWN GLASS.		
	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Weight calculated at 2 lbs. per Foot.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
	Cwts.	Per Cwt.	£.	Feet.	Cwts.		£.	Cwts.	Per Cwt.	£.
1840 -	18,046	11. 1 s.	18,948	42,427	757	2 s. 9 d. p' foot	5,833	1,612	31. 13 s. 6 d.	5,924
1841 {	11,694	—	12,278	32,066	572	—	4,496	1,498	—	5,595
	5,109	{ & 5 p' cent. }	5,632	20,813	371	{ & 5 p' cent. }	3,004	763	{ & 5 p' cent. }	2,944

Excise Office, London, }
30 April 1841. }

—(1.)—

Exported, for each Year, ending the 5th day of January 1840 and the 5th day of January 1841.

QUANTITIES OF GLASS EXPORTED.

Flint.	Plate.	Crown.	German Sheet.	Broad.	Common Bottle.
Cwts.	Feet.	Cwts.	Cwts.	Cwts.	Cwts.
20,135	42,515	10,086	4,872	- - -	232,362
19,913	52,879	15,318	8,219	1½	292,887

—(2.)—

the Weight, Rate of Duty and of Drawback, and the Amount in each Year, ending 5th day of January 1840 and 5th day of January 1841.

GERMAN SHEET GLASS.			BROAD GLASS.			COMMON BOTTLE GLASS.		
Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.
10,474	3l. 13s. 6d.	38,491	8,514	1l. 10s.	12,771	366,040	7s.	128,114
5,812	—	21,358	4,525	—	6,787	140,887	—	49,310
11,947	{ & 5 per cent. }	42,626	4,526	{ & 5 per cent. }	7,129	267,415	{ & 5 per cent. }	98,275

CROWN GLASS, IN PANES.			GERMAN SHEET GLASS.			BROAD GLASS.			COMMON BOTTLE GLASS.		
Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.
7,496	4l. 18s.	36,289 {	4,773 12	4l. 4s.	19,142 {	- - -	- - -	- - -	188,832	7s.	66,091
7,726	—	37,557	4,499	4l.	17,996	1½	1l. 15s.	2	164,680	—	57,638
4,543	{ & 5 p' cent. }	23,273	3,657	{ & 5 p' cent }	15,359	- - -	- - -	- - -	61,476	{ & 5 p' cent. }	22,590

G. A. Cottrell,
First General Accountant.

— (3.) —

A RETURN of the Amount of DUTY Charged, and DRAWBACK Paid, on each Description of GLASS in *Ireland*; distinguishing the Quantities

YEARS ended 5 January	FLINT GLASS.			COMMON BOTTLE GLASS.		
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
	<i>Lbs.</i>		<i>£. s. d.</i>	<i>Cwts.</i>		<i>£. s. d.</i>
1840 - - - -	829,400	2 d. per lb. -	6,911 - -	12,108	7 s. per cwt. -	4,237 - -
1841 - - - - {	289,160	—	2,409 - -	4,887	—	1,710 - -
	413,144	2 d. per lb. and 5 l. per cent.	3,615 - -	5,825	7 s. per cwt. and 5 l. per cent.	2,140 - -

— (4.) —

A RETURN of the Amount of DUTY Charged, and DRAWBACK Paid, on each Description of GLASS in *Scotland*; distinguishing the Quantities

YEARS ended 5 January	FLINT GLASS.			CROWN GLASS -
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.
	<i>Lbs.</i>		<i>£. s. d.</i>	
1840 - - - -	536,598	2 d. per lb. - - -	6,971 - -	5,379
1841 - - - - {	354,547	— - - - -	2,954 - -	1,866
	696,839	— - and 5 per cent.	5,571 - -	3,108

YEARS ended 5 January	FLINT GLASS.			PLATE GLASS.				CROWN GLASS.		
	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Weight calculated at 2 lbs. per Foot.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
		<i>£. s. d.</i>	<i>£. s. d.</i>	<i>Feet.</i>	<i>Cwt.</i>	<i>Per Foot.</i>	<i>£. s. d.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£. s. d.</i>
1840 -	2,013	1 1 -	2,113 - -	88	1 ½	2 s. 9 d.	12 - -	39	3 l. 13 s. 6 d.	143 - -
1841 {	2,337	—	2,453 - -	-	-	-	-	22	—	80 - -
	502	{and 5 p' ct.}	553 - -	-	-	-	-	-	-	-

Excise Office, London, }
30 April 1841.

- - - - - (3.) -

and the Weight, Rate of Duty and of Drawback, and the Amount in each Year, ending 5th day of January 1840 and 5th day of January 1841.

FLINT GLASS.			CROWN GLASS, IN PANES.			COMMON BOTTLE GLASS.		
Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
Cwts.	Per Cwt.	£. s. d.	Cwts.	Per Cwt.	£. s. d.	Cwts.	Per Cwt.	£. s. d.
75	1 <i>l.</i> 1 <i>s.</i>	78 15 -	1	4 <i>l.</i> 18 <i>s.</i>	4 18 -	1,328	7 <i>s.</i>	464 - -
270	-	283 - -	- - -	-	- - -	924	-	323 - -
- - -	- - -	- - -	- - -	- - -	- - -	57	7 <i>s.</i> and 5 p' cent.	21 - -

- - - - - (4.) -

and the Weight, Rate of Duty and of Drawback, and the Amount in each Year, ending 5th day of January 1840 and 5th day of January 1841.

CROWN GLASS.			COMMON BOTTLE GLASS.		
Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.	
	£. s. d.	Cwts.		£. s. d.	
3 <i>l.</i> 18 <i>s.</i> 6 <i>d.</i> per cwt. -	19,707 - -	107,028	7 <i>s.</i> per cwt. - - -	37,457 -	
- + - - -	6,857 - -	40,430	- - - - -	14,150 - -	
- - - - and 5 per cent.	11,992 - -	66,277	- - - and 5 per cent.	24,355 - -	

CROWN GLASS, IN PANES.			GERMAN SHEET GLASS.			COMMON BOTTLE GLASS.		
Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
Cwts.	Per Cwt.	£. s. d.	Cwts.	Per Cwt.	£. s. d.	Cwts.	Per Cwt.	£. s. d.
1,027	4 <i>l.</i> 18 <i>s.</i>	5,032 - -	86	4 <i>l.</i>	344 - -	42,201	7 <i>s.</i>	14,770 - -
670	-	3,283 - -	54	-	216 - -	46,115	-	16,140 - -
95	{ and 5 p' cent. }	488 - -	8	{ and 5 p' cent. }	33 - -	19,631	{ and 5 p' cent. }	7,214 - -

G. A. Cottrell,
First General Accountant.

— (5.) —

A RETURN of the Amount of DRAWBACK or ALLOWANCE on GLASS, for the Use of Churches, &c. in each Year ending the 5th day of January 1840, and the 5th day of January 1841.

Year ending 5th January						Amount of Drawback.		
						£.	s.	d.
1840	-	-	-	-	-	1,537	7	3
1841	-	-	-	-	-	1,935	8	1

— (6.) —

A RETURN of the QUANTITIES of each Kind of GLASS Exported to *Ireland*, in the Years ending the 5th day of January 1840 and the 5th day of January 1841.

THE drawback on glass exported to Ireland ceased from 5th July 1828, on the passing of the Act 9 Geo. 4, c. 48, consequently no record of the quantities so exported has since been kept by this department.

Excise Office, London, }
30 April 1841.

G. A. Cottrell,
First Gen^l Acc^t.

— (7.) —

AN ACCOUNT of the QUANTITIES of WINDOW GLASS, GERMAN SHEET GLASS, and PLATE GLASS, Imported and Entered for Home Consumption in the United Kingdom, in the Two Years ended the 5th day of January 1841, with the Rates and Amount of Duty received thereon, distinguishing the Countries from which Imported; also, of the Quantities of Foreign Window Glass, German Sheet Glass, and Plate Glass Exported from the United Kingdom, in the Two Years ended the 5th day of January 1841, distinguishing the Countries to which sent.

COUNTRIES from which originally Imported.	Foreign CROWN or WINDOW GLASS, (Not being Plate nor German Sheet Glass.)		Foreign GERMAN SHEET GLASS.		Foreign PLATE GLASS.	
	Years ended 5th January		Years ended 5th January		Years ended 5th January	
	1840.	1841.	1840.	1841.	1840.	1841.
	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Sq. feet. superf. measure.	
Quantities entered for Home Consumption in the United Kingdom:						
Hanseatic Towns - - -	0 1 14	0 0 9	2 3 10	0 1 1	355	292
Holland - - - - -	0 0 17	0 0 24	8 2 11	2 0 17	13	54
Belgium - - - - -	11 1 21	1 0 27	0 0 19	0 0 27	14	14
France - - - - -	3 1 27	5 1 1	29 3 8	28 1 14	400	598
Other Countries - - -	5 0 8	4 3 10	1 1 16	3 3 2	251	224
TOTAL - - -	20 2 3	11 2 15	42 3 8	34 3 5	1,033	1,182
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Amount of Duty received thereon	171 9 -	100 1 10	430 13 7	360 16 9	323 18 4	403 1 1

COUNTRIES to which Exported.	Foreign CROWN or WINDOW GLASS, (Not being Plate nor German Sheet Glass.)		Foreign GERMAN SHEET GLASS.		Foreign PLATE GLASS.	
	Years ended 5th January		Years ended 5th January		Years ended 5th January	
	1840.	1841.	1840.	1841.	1840.	1841.
Quantities Exported from the United Kingdom :	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Cwts. qrs. lbs.</i>	<i>Sq. feet. superf. measure.</i>	
Western Coast of Africa - - -	- - -	- - -	- - -	- - -	622	680
Cape of Good Hope - - -	52 2 4	121 1 14	- - -	- - -	185	20
Mauritius - - -	- - -	- - -	- - -	- - -	219	100
East India Company's Territories -	753 1 19	2,245 0 1	- - -	39 1 10	1,693	3,466
British Settlements in Australia -	28 3 18	68 3 1	0 2 0	66 3 27	830	407
British North American Colonies -	1 1 8	- - -	- - -	- - -	- - -	335
British West Indies - - -	2 2 4	- - -	2 2 19	- - -	2,144	1,232
States of South America - - -	75 3 0	74 1 27	19 2 10	79 0 19	2,840	1,847
Other Countries - - -	96 2 25	20 2 8	3 2 25	1 3 14	773	461
TOTAL - - -	1,011 0 22	2,530 0 23	26 1 26	187 1 14	9,306	8,548

RATES OF DUTY.

	£. s. d.
Crown or Window Glass - - - - -	8 6 8 per cwt.
German Sheet Glass - - - - -	10 - - ditto.
Plate Glass (Superficial Measure):	
Not containing more than 9 square feet - - - - -	- 6 - p' sq. foot.
Containing more than 9, and not more than 14, square feet - - -	- 8 - ditto.
Containing more than 14, and not more than 36, square feet - - -	- 9 6 ditto.
Containing more than 36 square feet - - - - -	- 11 - ditto.

And additional on the above rates, from 15th May 1840, 5 $\frac{1}{2}$ per cent.

Inspector-General's Office,
Custom-House, London,
7 May 1841.

William Irving,
Inspector-General of Imports and Exports.

G L A S S.

RETURNS relating to Glass retained for Home Use, and Quantities Exported, Duty charged and Drawback paid on each Description, in the United Kingdom, for each Year ending the 5th day of January 1840 and the 5th day of January 1841.

(*Mr. Ord.*)

*Ordered, by The House of Commons, to be Printed,
6 May 1841.*

298,

Under 1 oz.

G L A S S.

RETURN to an ORDER of the Honourable The House of Commons,
dated 5 May 1841 ;—*for*,

RETURN of the Quantities of GLASS retained for Home Use, and of the Quantities Exported, for each Year, ending the 5th day of January, from 1814 to 1841, both inclusive.

RETURN of the Amount of DUTY Charged and DRAWBACK Paid on each Description of GLASS in *England*; distinguishing the Quantities and the Weight, Rate of Duty and of Drawback, and the Amount in each Year, ending the 5th day of January, from 1814 to 1841, both inclusive.

SIMILAR RETURN for *Scotland*.

SIMILAR RETURN for *Ireland*.

RETURN of the Amount of DRAWBACK or ALLOWANCE on GLASS for building Churches, &c., in each Year, ending the 5th day of January, from 1814 to 1841, inclusive.

RETURN of the Amount of DRAWBACK, and the Weight of each kind of GLASS, except Bottles, Exported to *Ireland*, from 1813 to the Time the Drawback ceased; distinguishing the Amount in each Year ending the 5th day of January, the Rate of Drawback allowed on each kind, and, in Crown Glass, the Quantities Exported in whole or half Tables, from those cut into Panes or Squares.

(*Mr. Richard Hodgson.*)

Ordered, by The House of Commons, to be Printed,
14 June 1841.

A RETURN of the Quantities of GLASS retained for HOME USE, and of the Quantities

Years ended 5 January.	QUANTITIES of GLASS retained for HOME USE.					
	Flint.	Plate.	Crown.	German Sheet.	Broad.	Common Bottle.
	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>
1814 -	23,370	9,398	84,441	- - -	6,994	47,350
1815 -	24,227	6,778	84,251	- - -	8,628	140,252
1816 -	24,911	419	77,485	- - -	8,452	129,461
1817 -	20,011	- - -	56,151	- - -	6,140	160,221
1818 -	22,117	1,759	76,561	- - -	8,374	123,881
1819 -	26,978	6,391	88,893	- - -	8,319	201,795
1820 -	28,809	6,473	90,726	- - -	8,267	238,463
1821 -	24,745	8,735	74,188	- - -	7,782	171,495
1822 -	21,927	9,718	86,384	- - -	8,036	137,117
1823 -	21,400	9,562	95,510	- - -	8,353	154,492
1824 -	21,829	11,607	101,392	- - -	9,172	198,456
1825 -	24,954	13,543	123,845	- - -	9,295	238,725
1826 -	34,184	15,089	140,298	- - -	8,347	251,932
1827 -	47,090	12,527	115,731	- - -	8,113	282,512
1828 -	46,688	14,209	114,381	- - -	7,611	239,794
1829 -	54,255	17,096	121,158	- - -	6,970	254,787
1830 -	50,869	13,925	92,252	- - -	6,864	218,901
1831 -	49,353	12,677	80,926	- - -	4,845	180,945
1832 -	49,608	14,373	78,688	- - -	5,915	150,520
1833 -	51,586	11,554	86,007	179	5,304	158,719
1834 -	54,818	13,893	105,134	- - -	6,306	164,000
1835 -	52,890	16,306	106,389	- - -	6,766	194,143
1836 -	43,936	16,941	111,651	4,248	5,847	201,613
1837 -	86,866	19,993	117,041	- - -	7,629	249,145
1838 -	78,121	21,640	101,309	707	7,190	247,446
1839 -	81,594	23,992	113,756	2,262	6,575	243,046
1840 -	82,309	26,465	113,340	5,170	8,514	252,808
1841 -	82,486	31,200	110,316	7,914	9,049	232,834

EXPORTED, for each Year ending the 5th day of January, from 1814 to 1841, both inclusive.

Years ended 5 January,	QUANTITIES of GLASS EXPORTED.					
	Flint.	Plate.	Crown.	German Sheet.	Broad.	Common Bottle.
	<i>Cwts.</i>	<i>Feet.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>
1814 -	15,390	26,562	11,307	- - -	19	247,679
1815 -	20,056	37,549	17,431	- - -	- - -	156,412
1816 -	24,617	139,140	19,838	- - -	- - -	218,109
1817 -	24,298	190,238	18,641	- - -	39	210,843
1818 -	23,067	39,396	20,019	- - -	- - -	234,661
1819 -	28,430	31,197	20,667	- - -	3	225,669
1820 -	21,777	30,583	16,925	- - -	- - -	138,405
1821 -	21,045	6,685	16,195	- - -	- - -	131,883
1822 -	25,256	6,108	11,482	- - -	- - -	135,380
1823 -	31,394	10,840	11,261	- - -	- - -	148,006
1824 -	36,171	10,915	14,455	- - -	- - -	143,655
1825 -	30,572	8,291	14,070	- - -	- - -	136,311
1826 -	31,002	12,222	15,999	- - -	32	140,947
1827 -	20,968	9,415	15,798	- - -	5	138,805
1828 -	24,370	13,056	19,155	- - -	- - -	177,178
1829 -	24,264	12,845	15,935	- - -	2	174,691
1830 -	24,371	12,201	17,676	- - -	- - -	163,993
1831 -	20,251	13,622	12,381	- - -	- - -	159,847
1832 -	22,330	15,145	16,563	- - -	- - -	143,847
1833 -	20,776	15,625	12,955	692	- - -	153,561
1834 -	20,243	13,642	14,911	4,422	- - -	159,201
1835 -	26,132	36,757 feet. 932 cwts. 57,832 feet. 2,061 cwts. 46,412 feet. 50 cwts.	18,137	5,343	- - -	149,874
1836 -	32,449		23,701	6,135	- - -	177,708
1837 -	13,004		29,652	8,498	- - -	199,648
1838 -	16,578	28,973	36,838	5,456	3	205,426
1839 -	15,391	39,754	20,414	4,429	- - -	208,373
1840 -	20,135	42,515	10,086	4,872	- - -	232,362
1841 -	19,918	52,879	15,318	8,219	1½	292,887

Note.—In order to exclude the waste, in estimating the quantities retained for Home Use, so much of the Drawback as is equivalent to the rate of Duty has been considered a cwt. of Glass Exported, and the result deducted from the quantities charged; as for example, 3 l. of the Drawback on Plate Glass represents 1 cwt.; therefore, for every 3 l. of the Drawback paid on Plate Glass, 1 cwt. has been deducted.

For every 3 l. 13 s. 6 d. of the Drawback paid on Crown Glass, 1 cwt. has been deducted.

Ditto - - 16 s. 8 d. - - - ditto - - - Flint Glass, 100 lbs. - - - ditto.

Ditto - 3 l. 13 s. 6 d. - - - ditto - - - German Sheet Glass, 1 cwt. - ditto.

Excise Office, London, }
5 June 1841.

G. A. Cottrell,
1st Genl Acc.

A RETURN of the Amount of DUTY Charged, and DRAWBACK Paid on each Description of GLASS in England, distinguishing the Quantities

YEARS ended 5 January	FLINT GLASS.			PLATE GLASS.					CROWN GLASS.		
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity of Cast and Blown Charged.	Rate of Duty.	Quantity of Materials Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>
1814	41,129	4l. 18 s.	201,532	11,087	4 l. 18 s.	-	-	54,326	64,643	3l. 13s. 6d.	237,562
1815	49,076	-	240,472	9,254	-	-	-	45,344	73,198	-	269,002
1816	54,983	-	269,416	9,706	-	-	-	47,559	80,372	-	295,366
1817	48,545	-	237,872	7,509	-	-	-	36,795	57,758	-	212,260
1818	49,224	-	241,198	4,388	-	-	-	21,502	73,480	-	270,042
1819	60,258	-	295,265	8,473	-	-	-	41,517	81,964	-	301,218
1820	53,347	-	261,400	3,923	-	-	-	32,951	81,404	-	299,162
1821	47,896	-	234,691	4,575	3 l.	-	-	27,191	70,401	-	258,723
1822	49,669	-	243,378	9,005	-	36	4 l. 18 s.	30,411	75,634	-	277,954
1823	56,030	-	274,548	9,986	-	11	-	30,226	82,875	-	304,602
1824	62,444	-	305,980	10,032	-	26	-	36,319	90,640	-	333,102
1825	58,734	-	287,799	12,106	-	-	-	41,766	108,751	-	399,660
1826	30,928	-	150,642	13,922	-	-	-	46,926	129,026	-	474,172
1827	3,540,477	per lb. 8 d.	161,114	15,642	-	-	-	38,913	109,126	-	401,040
1828	6,444,576	-	170,197	12,937	-	21	-	44,421	106,849	-	392,671
1829	6,807,889	-	184,041	14,807	-	-	-	53,088	113,424	-	416,834
1830	7,361,666	-	177,812	17,665	-	19	-	43,480	97,258	-	357,424
1831	7,112,488	-	170,284	14,470	-	14	-	39,903	82,396	-	304,643
1832	6,811,382	-	178,771	13,301	-	-	-	45,233	90,291	-	331,819
1833	7,150,871	-	175,832	15,050	-	17	-	36,810	99,449	-	365,475
1834	7,033,327	-	184,991	12,270	-	17	-	43,586	124,432	-	457,290
1835	7,399,659	-	200,567	14,501	-	8	-	56,781	120,831	-	477,129
1836	8,022,713	-	163,980	18,914	-	-	-	64,956	141,003	-	518,180
1837	5,889,056	-	80,222	21,652	-	-	-	60,511	151,647	-	557,305
1838	2,010,546	2 d.	76,052	22,170	-	-	-	68,002	145,144	-	533,405
1839	9,626,725	-	77,422	22,967	-	-	-	77,442	132,230	-	485,946
1840	9,126,246	-	84,080	25,814	-	-	-	85,239	120,859	-	444,156
1841	9,290,707	-	86,488	11,970	-	-	-	104,118	44,910	-	474,108
	6,495,042	& 5 p cent.	21,653	21,653	& 5 p cent.	-	-	80,095	& 5 p cent.	-	

YEARS ended 5 Jan.	FLINT GLASS.					PLATE GLASS.				CROWN GLASS.		
	Quantity Exported to Foreign Parts.	Rate of Drawback.	Quantity Exported to Guernsey, Jersey, &c.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Weight, calculated at 2 lbs. per Foot.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Feet.</i>	<i>Cwts.</i>	<i>Per Foot.</i>	<i>£.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>
1814	14,412	3l. 5s. 3d. or 6l. 10s. 6d.	-	-	89,105	26,496	473	3s. 3½d. or 6s. 6½d.	8,256	7,778	2l. 4s. 7½d. or 4l. 9s. 3d.	34,363
1815	18,829	-	-	-	121,455	37,510	669 ½	-	12,122	15,699	-	69,504
1816	23,430	6l. 10s. 6d. or 6l. 3s.	-	-	147,910	138,997	2,482	6s. 6½d.	45,463	8,078	4l. 9s. 3d.	45,312
1817	23,222	6l. 3s.	247	4l. 18s.	144,025	100,144	3,305 ½	-	62,192	4,199	3l. 13s. 6d.	15,431
1818	22,415	-	234	-	138,999	30,195	699 ½	-	12,320	2,934	-	10,782
1819	26,979	-	146	-	166,635	30,815	550 ½	-	10,079	5,016	-	20,638
1820	21,077	-	149	-	130,353	29,007	545 ½	2s. 9d.	9,870	4,379	-	16,092
1821	19,866	-	195	-	123,131	6,071	119	-	918	5,369	-	19,731
1822	23,172	-	179	-	143,384	6,108	109	-	839	2,901	-	10,991
1823	28,439	-	158	-	175,674	10,840	193 ½	-	1,490	2,599	-	9,551
1824	32,723	-	236	-	202,402	10,901	194 ½	-	1,498	2,801	-	10,293
1825	27,882	-	185	-	172,380	8,265	147 ½	-	1,136	1,814	-	6,666
1826	24,777	-	151	-	166,364	12,222	218 ½	-	1,680	2,493	-	9,161
1827	4,055	3l. 5s. 4d.	101	2l. 16s.	57,187	9,406	167 ½	-	1,293	2,909	-	10,690
1828	17,420	-	186	-	67,007	13,056	233	-	1,795	3,004	-	11,039
1829	20,353	-	323	-	67,760	11,910	212 ½	-	1,637	1,851	-	6,802
1830	20,208	-	284	-	66,807	12,201	217 ½	-	1,677	2,840	-	10,437
1831	18,183	-	212	-	59,992	13,622	243 ½	-	1,873	2,182	-	8,019
1832	19,578	-	238	-	64,620	15,145	270 ½	-	2,082	1,873	-	6,883
1833	17,744	-	321	-	58,862	15,573	278	-	2,141	1,346	-	4,946
1834	17,063	-	263	-	56,475	13,534	241 ½	-	1,861	1,743	-	6,406
1835	22,947	-	296	-	75,780	31,167	1,481 ½	3l. p cwt.	7,060	2,211	-	8,125
1836	28,254	-	523	-	94,366	46,177	2,745 ½	2s. 9d. p ft.	12,112	2,256	-	8,291
1837	11,116	1l. 1s.	-	-	13,272	40,829	779	3l. p cwt.	5,764	2,206	-	8,107
1838	490	3l. 5s. 4d.	-	-	15,573	28,973	517 ½	2s. 9d. p ft.	3,983	2,434	-	8,945
1839	14,832	1l. 1s.	-	-	14,277	39,754	709 ½	-	5,466	2,061	-	7,574
1840	13,598	-	-	-	18,948	42,427	757	-	5,833	1,612	-	5,924
1841	18,046	-	-	-	17,910	32,066	572	-	7,412	1,498	-	8,440
	11,694	-	-	-	20,813	371	371	& 5 p cent.	763	& 5 p cent.	-	

Excise Office, London,
5 June 1841.

and the Weight, Rate of Duty and of Drawback, and the Amount in each Year ending the 5th day of January, from 1814 to 1841, both inclusive.

GERMAN SHEET GLASS.			BROAD GLASS.			COMMON BOTTLE GLASS.		
Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.
-	-	-	7,013	11. 10 s.	10,519	213,008	8 s. 2 d.	87,015
-	-	-	8,698	—	12,942	233,979	—	95,537
-	-	-	8,452	—	12,678	270,715	—	110,542
-	-	-	6,179	—	9,268	289,841	—	118,352
-	-	-	8,374	—	12,561	279,791	—	114,248
-	-	-	8,322	—	12,483	329,067	—	134,369
-	-	-	8,267	—	12,400	286,633	—	117,041
-	-	-	7,782	—	11,673	235,188	—	96,035
-	-	-	8,085	—	12,052	223,172	—	91,128
-	-	-	8,353	—	12,529	252,820	—	103,157
-	-	-	9,172	—	13,758	279,253	—	114,028
-	-	-	9,295	—	13,942	315,878	—	128,983
-	-	-	3,379	—	12,568	327,878	—	133,079
-	-	-	8,118	—	12,177	331,947	—	135,545
-	-	-	7,611	—	11,416	331,490	—	135,358
-	-	-	6,972	—	10,458	167,747	7 s.	129,617
-	-	-	6,964	—	10,296	174,631		
-	-	-	4,845	—	7,267	301,867	—	105,653
-	-	-	5,915	—	8,872	274,194	—	95,968
-	-	-	5,304	—	7,956	244,480	—	85,568
1,101	31. 13 s. 6 d.	4,046	6,306	—	9,459	257,293	—	90,052
5,552	—	20,403	6,766	—	10,149	268,292	—	93,902
6,877	—	25,272	5,347	—	8,770	281,021	—	98,357
12,088	—	44,423	7,629	—	11,443	306,136	—	107,147
8,091	—	29,734	7,193	—	10,789	354,096	—	124,143
6,942	—	25,511	6,575	—	9,862	350,335	—	122,617
7,266	—	26,702	8,514	—	12,771	344,507	—	120,577
10,474	—	36,491	4,525	—	13,916	366,040	7 s.	128,114
5,812	—	63,984	4,526	—	13,916	140,887	—	—
11,047	{ & 5 per cent. }	—	—	{ & 5 per cent. }	—	267,415	{ & 5 per cent. }	147,585

CROWN GLASS, IN PANES.			GERMAN SHEET GLASS.			BROAD GLASS.			COMMON BOTTLE GLASS.		
Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.	Cwts.	Per Cwt.	£.
-	-	-	-	-	-	19	11. 10 s.	28	291,956	4s. 9½ d. or 8s. 1 d.	87,283
-	-	-	-	-	-	-	-	-	130,471		52,168
6,517	41. 18 s.	31,933	-	-	-	-	-	-	189,857	8 s. 1 d.	76,733
12,179	—	59,677	-	-	-	39	—	58	187,697	—	75,869
15,738	—	77,116	-	-	-	-	-	-	213,200	—	86,168
12,918	—	63,298	-	-	-	3	—	4	199,879	—	80,784
10,427	—	51,092	-	-	-	-	-	-	119,224	—	48,196
9,871	—	48,367	-	-	-	-	-	-	117,130	—	47,340
7,828	—	38,357	-	-	-	-	-	-	122,065	—	49,346
7,540	—	36,946	-	-	-	-	-	-	132,030	—	53,362
9,540	—	46,750	-	-	-	-	-	-	127,251	—	51,490
9,112	—	44,648	-	-	-	-	-	-	124,691	—	50,395
11,891	—	58,265	-	-	-	32	—	48	122,164	—	49,374
10,974	—	53,772	-	-	-	5	—	7	120,901	—	48,864
11,314	—	55,438	-	-	-	-	-	-	150,739	—	60,926
10,396	—	50,940	-	-	-	2	—	3	104,273	7 s.	58,791
10,880	—	53,312	-	-	-	-	-	-	47,564		—
7,699	—	37,725	-	-	-	-	-	-	136,160	—	47,656
11,132	—	54,547	-	-	-	-	-	-	135,351	—	47,372
10,215	—	50,053	-	-	-	-	-	-	127,059	—	44,471
12,859	—	63,009	692	41. 18 s.	3,391	-	-	-	134,513	—	47,079
15,753	—	77,189	4,422	—	21,667	-	-	-	138,966	—	48,638
21,267	—	104,208	5,343	—	26,180	-	-	-	133,658	—	48,780
25,595	—	125,415	4,355	—	28,815	-	-	-	153,750	—	53,812
32,641	—	159,941	1,780	41. 4 s.	35,513	-	-	-	170,579	—	59,702
16,490	—	80,507	8,396	—	22,886	3	—	4	162,301	—	56,805
7,406	—	36,289	51	41. 18 s.	18,217	-	-	-	166,162	—	58,156
7,726	—	—	5,449	41. 4 s.	19,142	-	-	-	188,832	—	66,091
4,543	{ & 5 p' cent. }	61,230	1,045	41.	—	1½	11. 15 s.	2	164,680	{ & 5 p' cent. }	80,228
-	-	-	4,773	41. 4 s.	39,355	-	-	-	61,470		-
-	-	-	12	41.	—	-	-	-	-	-	-
-	-	-	4,499	—	—	-	-	-	-	-	-
-	-	-	3,657	{ & 5 p' cent. }	—	-	-	-	-	-	-

A RETURN of the Amount of DUTY Charged, and DRAWBACK Paid, on each Description of GLASS in Scotland, distinguishing the Quantities

YEARS ended 5 January	FLINT GLASS.			CROWN GLASS - .
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.
	<i>Cwts.</i>		<i>£. s. d.</i>	<i>Cwts.</i>
1814 - - - -	1,728	4l. 18s. per cwt. - -	8,467 - -	33,433
1815 - - - -	1,571	- - - - -	7,700 - -	32,068
1816 - - - -	1,647	- - - - -	8,070 - -	21,384
1817 - - - -	1,899	- - - - -	9,305 - -	21,573
1818 - - - -	1,784	- - - - -	8,741 - -	28,700
1819 - - - -	2,365	- - - - -	11,588 - -	32,470
1820 - - - -	2,756	- - - - -	13,504 - -	30,215
1821 - - - -	3,212	- - - - -	15,738 - -	23,509
1822 - - - -	3,910	- - - - -	19,159 - -	24,992
1823 - - - -	4,606	- - - - -	22,570 - -	26,613
1824 - - - -	4,722	- - - - -	23,137 - -	28,853
1825 - - - -	4,543	- - - - -	22,260 - -	32,711
	2,378	- - - - -	- - - - -	
1826 - - - -	<i>Lbs.</i>		21,430 - -	31,683
	391,093	6d. per lb. - - - -	- - - - -	
1827 - - - -	809,667	- - - - -	20,241 - -	26,478
1828 - - - -	849,173	- - - - -	21,229 - -	31,895
1829 - - - -	933,133	- - - - -	23,328 - -	28,363
1830 - - - -	921,389	- - - - -	23,034 - -	17,603
1831 - - - -	758,111	- - - - -	18,952 - -	13,669
1832 - - - -	690,956	- - - - -	17,273 - -	9,795
1833 - - - -	714,596	- - - - -	17,864 - -	3,352
1834 - - - -	757,481	- - - - -	18,937 - -	- - - -
1835 - - - -	713,213	- - - - -	17,830 - -	- - - -
	512,179	- - - - -	- - - - -	
1836 - - - -	200,451	2d. per lb. - - - -	14,474 - -	1,497
1837 - - - -	983,766	- - - - -	8,198 - -	4,191
1838 - - - -	903,656	- - - - -	7,530 - -	4,469
1839 - - - -	954,783	- - - - -	7,956 - -	8,057
1840 - - - -	836,598	- - - - -	6,971 - -	5,379
1841 - - - -	354,547	- - - - -	- - - - -	1,866
	636,839	- and 5 per Cent. -	8,525 - -	3,108

YEARS ended 5 Jan.	FLINT GLASS.			PLATE GLASS.				CROWN GLASS.		
	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Weight, calculated at 2 lbs. per Foot.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Feet.</i>	<i>Cwts.</i>	<i>Per Foot.</i>	<i>£.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>
1814 -	978	6l. 10s. 6d.	6,381	66	1	6s. 6½d.	21	3,529	4l. 9s. 3d.	15,748
1815 -	1,227	-	8,006	39	½	-	12	1,732	-	7,729
								720	-	
1816 {	576	-	7,516	143	2	-	46	In Tables.	3l. 13s. 6d.	6,425
	611	6l. 3s.								
1817 -	829	-	5,098	94	1½	-	30	874	-	
1818 -	418	-	2,570	201	3½	-	65	823	-	3,024
1819 -	1,305	-	8,025	382	6½	-	124	282	-	1,036
1820 -	551	-	3,388	30	½	-	9	426	-	1,565
1821 -	984	-	6,051	14	¼	-	1	640	-	2,352
1822 -	1,905	-	11,715	-	-	2s. 9d.	-	227	-	834
1823 -	2,697	-	16,586	-	-	-	-	209	-	768
1824 -	3,212	-	19,753	14	½	-	1	512	-	1,881
1825 -	2,505	-	15,405	26	¼	-	3	716	-	2,631
	1,145	-	-	-	-	-	-	1,612	-	5,924
1826 {	492	3l. 5s. 4d.	8,649	-	-	-	-	267	-	961
	1,823	-								
1827 {	80	6l. 3s.	6,447	9	-	-	1	661	-	2,429
	2,765	3l. 5s. 4d.								
1828 -	2,765	-	9,032	-	-	-	-	525	-	1,929
1829 -	2,227	-	7,274	935	16½	-	128	-	-	-
1830 -	2,233	-	7,294	-	-	-	-	36	-	132
1831 -	1,125	-	3,675	-	-	-	-	423	-	1,554
1832 -	1,312	-	4,285	-	-	-	-	182	-	688
1833 -	1,558	-	5,089	52	¾	-	7	88	-	323
1834 -	1,626	-	5,311	108	1½	-	14	5	-	18
1835 -	2,044	-	6,677	5,590	106½	-	789	10	-	37
				7 cwts.		3l. p' cwt.				
1836 {	2,507	-	8,297	11,655	348	2s. 9d. p' ft.	2,022	-	-	-
	103	1l. 1s.								
1837 -	1,307	-	1,372	140 cwts.	99½	3l. p' cwt.	767	-	-	29
1838 -	1,644	-	1,726	5,583	-	2s. 9d. p' ft.	-	8	-	18
1839 -	1,703	-	1,788	-	-	-	-	5	-	-
1840 -	2,013	-	2,113	88	1½	-	12	39	-	143
1841 {	2,337	-	3,006	-	-	-	-	22	-	80
	502	and 5 per Cent.								

Excise Office, London,
5 June 1841.

and the Weight, Rate of Duty and of Drawback, and the Amount in each Year ending 5th day of January, from 1814 to 1841, both inclusive.

CROWN GLASS.			COMMON BOTTLE GLASS.				
Rate of Duty.		Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.		
		£. s. d.	Cwts.		£. s. d.		
3l. 13s. 6d. per cwt.	-	122,866 - -	72,294	8s. 2d. per cwt.	-	29,520 - -	
-	-	117,849 - -	55,538	-	-	22,678 - -	
-	-	78,586 - -	71,407	-	-	29,157 - -	
-	-	79,280 - -	76,341	-	-	31,172 - -	
-	-	105,471 - -	76,188	-	-	31,110 - -	
-	-	119,327 - -	92,952	-	-	37,955 - -	
-	-	111,040 - -	84,522	-	-	34,513 - -	
-	-	86,395 - -	62,336	-	-	25,453 - -	
-	-	91,845 - -	44,309	-	-	18,092 - -	
-	-	97,802 - -	44,401	-	-	18,130 - -	
-	-	106,034 - -	55,341	-	-	22,597 - -	
-	-	120,212 - -	54,392	-	-	22,210 - -	
-	-	116,435 - -	61,780	-	-	25,229 - -	
-	-	97,306 - -	86,196	-	-	35,196 - -	
-	-	117,214 - -	75,296	-	-	30,745 - -	
-	-	104,234 - -	38,780	-	-	28,167 - -	
-	-	64,691 - -	35,237	7s. per cwt.	-	25,384 - -	
-	-	50,233 - -	72,528	-	-	17,966 - -	
-	-	35,996 - -	51,334	-	-	14,954 - -	
-	-	12,318 - -	42,727	-	-	15,308 - -	
-	-	- - - -	43,737	-	-	17,130 - -	
-	-	- - - -	48,945	-	-	17,993 - -	
-	-	- - - -	51,411	-	-	22,262 - -	
-	-	5,501 - -	63,607	-	-	28,810 - -	
-	-	15,401 - -	82,317	-	-	32,246 - -	
-	-	10,423 - -	92,132	-	-	34,076 - -	
-	-	29,009 - -	99,332	-	-	37,457 - -	
-	-	19,767 - -	107,022	-	-	38,505 - -	
-	-	18,849 - -	40,430	-	-	- - - -	
-	-	- - - -	66,277	-	-	- - - -	
-	-	- and 5 p' cent.	-	-	- and 5 per cent.	-	

CROWN GLASS, IN PANES.			GERMAN SHEET GLASS.			COMMON BOTTLE GLASS.		
Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
Cwts.	Per Cwt.	£. s. d.	Cwts.	Per Cwt.	£. s. d.	Cwts.		£. s. d.
-	-	-	-	-	-	25,929	8s. 1d. p' cwt.	10,479 - -
-	-	-	-	-	-	25,237	-	10,200 - -
1,128	4l. 18s.	5,526 - -	-	-	-	27,347	-	11,052 - -
1,440	-	7,056 - -	-	-	-	22,114	-	8,937 - -
1,065	-	5,218 - -	-	-	-	20,736	-	8,380 - -
1,707	-	8,364 - -	-	-	-	25,096	-	10,143 - -
1,479	-	7,247 - -	-	-	-	18,878	-	7,629 - -
728	-	3,567 - -	-	-	-	14,204	-	5,740 - -
454	-	2,224 - -	-	-	-	13,014	-	5,259 - -
610	-	2,991 - -	-	-	-	15,931	-	6,438 - -
1,398	-	6,850 - -	-	-	-	15,931	-	6,438 - -
1,532	-	7,506 - -	-	-	-	10,877	-	4,396 - -
1,348	-	6,605 - -	-	-	-	18,692	-	7,554 - -
1,254	-	6,145 - -	-	-	-	17,904	-	7,236 - -
4,312	-	21,128 - -	-	-	-	26,278	-	10,620 - -
3,688	-	18,071 - -	-	-	-	16,335	-	8,763 - -
3,920	-	19,208 - -	-	-	-	6,176	7s. per cwt.	9,703 - -
2,077	-	10,178 - -	-	-	-	27,724	-	8,510 - -
3,371	-	16,518 - -	-	-	-	24,316	-	5,633 - -
1,306	-	6,399 - -	-	-	-	16,096	-	6,597 - -
304	-	1,490 - -	-	-	-	18,850	-	6,997 - -
116	-	569 - -	-	-	-	19,992	-	5,060 - -
178	-	872 - -	-	-	-	14,457	-	8,243 - -
1,843	-	9,030 - -	51	4l. 4s.	214 - -	23,551	-	9,823 - -
1,756	-	8,604 - -	7	-	29 - -	28,067	-	14,819 - -
1,923	-	9,422 - -	16	4l.	75 - -	42,341	-	14,549 - -
1,027	-	5,032 - -	2	-	344 - -	41,569	-	14,770 - -
670	-	-	86	-	-	42,201	-	-
95	-	-	54	-	-	46,115	-	-
-	- and 5 per cent.	3,771 - -	8	- and 5 per cent.	249 - -	19,631	- and 5 per cent.	23,354 - -

A RETURN of the Amount of DUTY Charged, and DRAWBACK Paid, on each Description of GLASS in *Ireland*, distinguishing the Quantities and the Weight, Rate of Duty and of Drawback, and the Amount in each Year ending 5 January, from 1814 to 1841, both inclusive.

YEARS ended 5 January.	FLINT GLASS.			COMMON BOTTLE GLASS.		
	Quantity Charged.	Rate of Duty.	Amount of Duty.	Quantity Charged.	Rate of Duty.	Amount of Duty.
	<i>Lbs.</i>		<i>£.</i>	<i>Dozens.</i>	<i>Per Doz.</i>	<i>£. s. d.</i>
1814 - - -	-	-	-	64,080	2½ ½ d.	740 - -
1815 - - -	-	-	-	43,920	-	507 - -
1816 - - -	-	-	-	33,440	-	386 - -
1817 - - -	-	-	-	29,969	-	345 - -
1818 - - -	-	-	-	15,736	-	181 - -
1819 - - -	-	-	-	33,419	-	385 - -
1820 - - -	-	-	-	35,069	-	404 - -
1821 - - -	-	-	-	35,930	-	414 - -
1822 - - -	-	-	-	30,791	-	355 - -
1823 - - -	-	-	-	33,580	-	387 - -
1824 - - -	-	-	-	46,139	-	532 - -
1825 - - -	-	-	-	29,258	-	337 - -
1826 - - -	471,546	6 d. per lb.	11,788	22,806	-	263 - -
1827 - - -	765,847	-	19,146	19,480	2½ d.	223 - -
1828 - - -	752,613	-	18,815	62,516	-	716 - -
1829 - - -	944,494	-	23,612	26,756	{ 7 s. per Cwt. }	3,359 - -
1830 - - -	842,173	-	21,054	<i>Cwts.</i> 8,724		
1831 - - -	600,091	-	15,002	8,499	-	2,974 - -
1832 - - -	627,447	-	15,686	15,264	-	5,342 - -
1833 - - -	738,487	-	18,462	6,660	-	2,331 - -
1834 - - -	622,609	-	15,565	11,250	-	3,937 - -
1835 - - -	596,788	-	14,919	5,964	-	2,087 - -
1836 - - -	358,917	{ 2 d. per lb. }	10,444	11,585	-	4,054 - -
1837 - - -	176,543			9,578	-	3,352 - -
1838 - - -	887,189	-	7,393	11,780	-	4,123 - -
1839 - - -	808,398	-	6,736	10,405	-	3,642 - -
1840 - - -	832,190	-	6,934	6,080	-	2,443 - -
1841 - - -	829,400	-	6,911	12,108	-	4,237 - -
1841 - - -	289,160	{ and 5 per cent. }	6,024	4,887	{ and 5 per cent. }	3,850 - -
1841 - - -	413,144			5,825		

YEARS ended 5 January	FLINT GLASS.					CROWN GLASS IN PANES.			COMMON BOTTLE GLASS.		
	Quantity Exported to Foreign Parts.	Rate of Drawback.	Quantity Exported to Guernsey, Jersey, &c.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Cwts.</i>	<i>Per Cwt.</i>	<i>£.</i>	<i>Dozens.</i>	<i>Per Doz.</i>	<i>£.</i>
1814 - - -	-	-	-	-	-	-	-	-	3,033	2½ ½ d.	34
1815 - - -	-	-	-	-	-	-	-	-	4,324	-	49
1816 - - -	-	-	-	-	-	-	-	-	5,559	-	64
1817 - - -	-	-	-	-	-	-	-	-	6,337	-	73
1818 - - -	-	-	-	-	-	-	-	-	4,453	-	51
1819 - - -	-	-	-	-	-	-	-	-	4,262	-	49
1820 - - -	-	-	-	-	-	-	-	-	1,862	-	21
1821 - - -	-	-	-	-	-	-	-	-	3,372	-	38
1822 - - -	-	-	-	-	-	-	-	-	1,069	-	19
1823 - - -	-	-	-	-	-	-	-	-	294	-	3
1824 - - -	-	-	-	-	-	-	-	-	2,907	-	33
1825 - - -	-	-	-	-	-	-	-	-	4,565	-	52
1826 - - -	382	3 l. 5 s. 4 d.	-	-	1,247	-	-	-	564	-	6
1827 - - -	1,484	-	60	2 l. 16 s.	5,015	-	-	-	-	-	-
1828 - - -	1,050	-	16	-	3,474	-	-	-	-	-	-
1829 - - -	1,158	-	90	-	4,034	-	-	-	991	2½ d.	11
1830 - - -	1,623	-	23	-	5,366	-	-	-	{ 2,058 }	{ 7 s. per Cwt. }	26
1831 - - -	723	-	8	-	2,384	-	-	-	{ 8 Cwts. }		
1832 - - -	1,194	-	8	-	3,922	5	4 l. 18 d.	24	109	-	38
1833 - - -	1,153	-	-	-	3,766	-	-	-	180	-	63
1834 - - -	1,291	-	-	-	4,217	-	-	-	192	-	67
1835 - - -	840	-	5	-	2,758	47	-	230	198	-	69
1836 - - -	{ 485 }	{ 1 l. 1 s. }	-	-	1,585	-	-	-	243	-	85
1837 - - -	91		-	-	95	-	-	-	1,759	-	615
1838 - - -	102	-	-	-	107	2	-	9	407	-	142
1839 - - -	90	-	-	-	94	-	-	-	1,002	-	350
1840 - - -	75	-	-	-	78 l. 15 s.	1	-	4 l. 18 d.	784	-	274
1841 - - -	270	-	-	{ and 5 percent. }	283	-	-	-	642	-	224
1841 - - -	-	-	-	-	-	-	-	-	1,328	-	464
1841 - - -	-	-	-	-	-	-	-	-	{ 924 }	{ and 5 per ct. }	344
1841 - - -	-	-	-	-	-	-	-	-	57		

Excise Office, London,
5 June 1841.

G. A. Cottrell,
1st Genl Acc^t.

A RETURN of the Amount of DRAWBACK or ALLOWANCE ON GLASS for building Churches, &c. in each Year, ending 5 January, from 1814 to 1841 inclusive,

(Commenced 13 July 1819.)

Years ending 5 Jan.	Amount of Drawback.	Years ending 5 Jan.	Amount of Drawback.	Years ending 5 Jan.	Amount of Drawback.	Years ending 5 Jan.	Amount of Drawback.	Years ending 5 Jan.	Amount of Drawback.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1820	—	1825	815 4 4	1830	765 5 2	1834	1,380 6 3	1838	1,136 19 2
1821	—	1826	814 17 2	1831	1,953 17 4	1835	801 1 3	1839	1,421 — 7
1822	—	1827	894 18 9	1832	1,064 5 9	1836	580 2 1	1840	1,537 7 3
1823	—	1828	659 16 3	1833	914 19 10	1837	667 5 3	1841	1,935 8 1
1824	29 11 10	1829	411 14 —						

Excise Office, London, }
5 June 1841.

G. A. Cottrell,
1st Genl Aco^t.

A RETURN of the Amount of DRAWBACK, and the Weight of each kind of GLASS, except Bottles, Exported to *Ireland*, from 1813 to the time the Drawback ceased; distinguishing the Amount in each Year ending 5th January, the Rate of Drawback allowed on each kind, and in Crown Glass, the Quantities Exported in whole or half Tables, from those cut into Panes or Squares.

Years ended 5 January	FLINT GLASS.			PLATE GLASS.			
	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Weight, calculated at 2 lbs. per Foot.	Rate of Drawback.	Amount of Drawback.
	Cmts.	Per Cmt. £. s. d.	£.	Feet.	Cmts.	Per Foot. s. d.	£.
1814 -	{ 175 4 }	{ 6 10 6 3 5 3 }	{ 1,158 }	{ 510 31,895 }	{ 9 569½ }	{ 3 3½ 6 6½ }	{ 10,515 }
1815 -	236	6 10 6	1,539	{ 655 59,204 }	{ 11½ 1,057½ }	{ 3 3½ 6 6½ }	19,471
1816 -	{ 198 69 }	{ — 4 14 — }	1,630	32,329	577½	—	10,574
1817 -	{ 145 20 }	{ — 6 10 6 }	841	26,344	470½	—	8,616
1818 -	{ 41 19 }	{ 4 18 — 5 14 3 }	308	14,480	258½	—	4,736
1819 -	{ 89 24 }	{ 4 18 — 2 3 6 }	488	14,977	267½	—	4,898
1820 -	87	4 18 —	426	{ 20,516 1,382 }	{ 366½ 24½ }	{ — 2 9 }	{ 6,900 }
1821 -	180	4 18 —	882	{ 5,523 20 }	99	{ — 6 6½ }	{ 765 }
1822 -	35	—	171	7,102	126½	2 9	976
1823 -	60	—	294	11,413	203½	—	1,569
1824 -	48	—	235	7,600	135½	—	1,045
1825 -	{ 14 16 }	{ — 5 8 — }	155	11,801	210½	—	1,622
1826 -	{ 24 305 }	{ 4 18 — 5 8 — }	2,088	14,547	259½	—	2,000
1827 -	3	—	16	14,735	268	—	2,026
1828 -	—	—	—	13,407	239½	—	1,843
1829 -	—	—	—	20,417	364½	—	2,807

(continued)

Years ended 5 January.	CROWN GLASS.			BROAD GLASS.		
	Quantity Exported.	Rate of Drawback.	Amount of Drawback.	Quantity Exported.	Rate of Drawback.	Amount of Drawback.
	<i>Cwts.</i>	<i>Per Cwt.</i> £. s. d.	£.	<i>Cwts.</i>	£. s. d.	£. s. d.
1814 -	18,395	4 9 3	82,087	—		
1815 -	36,236	- - -	161,703	—		
1816 -	2,628	- - -	19,915	—		
	2,228	3 13 6		—		
1817 -	4,621	- - -	16,982	—		
1818 -	4,084	- - -	15,008	—		
1819 -	11,957	- - -	43,941	—		
1820 -	12,605	- - -	46,323	17	1 10 -	25 - -
1821 -	12,419	- - -	45,639	—		
1822 -	10,914	- - -	40,108	—		
1823 -	14,682	- - -	53,956	—		
1824 -	16,940	- - -	62,254	—		
1825 -	21,556	- - -	79,218	106	1 10 -	159 - -
1826 -	22,898	- - -	84,150	123	- - -	184 - -
1827 -	21,422	- - -	78,725	—		
1828 -	19,877	- - -	73,047	—		
1829 -	35,278	- - -	129,646	14	1 10 -	21 - -

(Ceased 5th July 1828.)

Note.—Crown Glass exported to Ireland having been entitled only to one rate of Drawback, no distinction was made with respect to Panes or Tables.

Excise Office, London,
5 June 1841.

G. A. Cottrell,
1st Genl Accl,

GLASS.

RETURNS relating to Glass retained for Home Use, and Quantities Exported, Duty charged, and Drawback paid on each Description, in the United Kingdom, from 1814 to 1841, both inclusive.

(Mr. Richard Hodgson.)

Ordered, by The House of Commons, to be Printed,
14 June 1841.

406.

Under 2 oz.

LEAD AND LEAD ORE.

RETURN to an Order of the Honourable The House of Commons,
dated 18 February 1841;—for,

AN ACCOUNT of the Imports and Exports of LEAD and LEAD ORE, for the last Year, ending the
5th day of January 1841.

(In continuation of Parliamentary Paper, No. 284, of Sess. 1840.)

LEAD AND LEAD ORE IMPORTED INTO THE UNITED KINGDOM, IN THE YEAR ENDING 5TH JANUARY 1841.

COUNTRIES From which Imported.	PIG LEAD.	LEAD ORE.	RED LEAD.	WHITE LEAD.	TOTAL.
	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>
Russia - - - - -	0 2 0 14	- - -	- - -	- - -	0 2 0 14
Holland - - - - -	- - -	- - -	- - -	13 13 0 19	13 13 0 19
Belgium - - - - -	0 0 3 23	- - -	- - -	- - -	0 0 3 23
France - - - - -	- - -	- - -	- - -	0 15 3 13	0 15 3 13
Spain - - - - -	1,027 18 0 2	142 13 0 12	- - -	- - -	1,170 11 0 14
Gibraltar - - - - -	532 16 3 27	- - -	- - -	0 15 0 0	533 11 3 27
Italy - - - - -	- - -	- - -	- - -	17 0 2 12	17 0 2 12
United States of America -	39 4 1 26	- - -	- - -	0 0 2 12	39 5 0 10
Guernsey and Jersey (Produce)	- - -	120 5 0 13	- - -	- - -	120 5 0 13
Iale of Man (Produce) - -	- - -	3,231 0 0 0	- - -	- - -	3,231 0 0 0
TOTAL Quantity imported - -	1,600 2 2 8	3,493 18 0 25	- - -	32 5 1 0	5,126 6 0 5
Net Amount of Duty received on the Quantities entered for Home Consumption - - }	£. s. d. 1 - 2	£. s. d. - 11 10	£. s. d. - - -	£. s. d. 171 15 10	£. s. d. 173 7 10

LEAD and LEAD ORE Exported from the United

COUNTRIES, To which Exported.	BRITISH LEAD AND			
	PIG AND ROLLED	LITHARGE.	RED LEAD.	WHITE LEAD.
	LEAD AND SHOT.			
	Tons. ct. grs. lbs.	Tons. ct. grs. lbs.	Tons. ct. grs. lbs.	Tons. ct. grs. lbs.
Russia	1,895 16 - 11	116 4 - 22	4 9 9 20	5 18 0 0
Sweden	26 1 2 9	19 12 3 12	3 12 1 25	65 0 0 7
Norway	68 14 0 27	1 1 3 0	0 16 3 4	28 5 3 25
Denmark	44 4 3 16	16 17 3 27	12 4 0 28	101 17 3 15
Prussia	78 6 2 10	39 5 0 15	15 11 0 11	8 2 3 22
Germany	368 11 3 1	156 1 3 22	76 11 1 11	67 8 3 26
Holland	2,154 8 2 19	26 13 3 4	195 2 1 18	18 12 1 0
Belgium	92 13 1 6	26 5 3 27	62 5 1 11	9 3 3 16
France	2,772 6 2 21	15 13 0 0	- - -	1 0 0 0
Portugal, Azores and Ma- deira	136 16 2 14	10 19 0 25	42 5 2 25	129 8 0 17
Spain and the Canaries	56 1 2 18	2 18 3 2	2 11 2 0	3 14 2 12
Gibraltar	1 4 0 0	5 3 0 23	4 1 3 18	0 10 0 0
Italy	37 19 0 0	116 17 0 26	16 1 2 0	- - -
Malta	15 7 0 0	- - -	0 4 0 0	- - -
Ionian Islands	4 18 0 0	- - -	- - -	2 4 0 0
Morea and Greek Islands	4 0 0 0	- - -	5 16 0 0	- - -
Turkey and Continental Greece	26 12 2 0	0 18 0 0	- - -	1 5 0 0
Syria and Palestine	0 17 0 0	- - -	- - -	- - -
East Indies and China	2,645 7 3 23	- - -	398 13 0 0	251 6 0 0
Australian Settlements	698 8 0 1	1 0 0 0	2 2 2 15	145 0 1 23
New Zealand	14 10 1 10	- - -	- - -	2 19 0 0
South Sea Islands	0 16 0 0	- - -	- - -	- - -
Cape of Good Hope	119 1 3 6	0 3 0 0	2 12 0 0	53 8 0 14
Other Parts of Africa	211 3 0 11	- - -	0 6 0 0	11 7 2 0
British North American Colonies	539 14 2 4	1 12 1 5	19 18 2 0	94 14 2 7
British West Indies	444 4 1 23	0 2 2 6	0 5 3 4	89 3 0 27
Foreign West Indies	114 13 3 26	- - -	0 4 0 0	12 7 2 0
United States of America	1 9 0 0	3 0 0 0	- - -	56 1 0 0
Brazil	403 16 1 18	6 18 0 0	7 12 1 0	89 13 0 0
Mexico	0 16 2 0	- - -	0 3 3 15	4 18 1 16
Columbia	14 18 0 0	- - -	- - -	- - -
Chili	18 2 0 0	- - -	- - -	1 10 2 9
Peru	9 6 0 0	- - -	- - -	- - -
States of the Rio de la Plata	30 11 0 0	- - -	- - -	3 18 0 0
Isles of Guernsey, Jersey, Alderney and Man	171 12 2 14	0 1 2 0	0 1 0 0	17 9 1 12
TOTAL	13,223 11 1 8	558 10 1 14	875 19 2 7	1,264 3 1 24

Inspector-General's Office, Custom-House, }
London, 23 April 1841.

Kingdom, in the Year ending 5 January 1841.

LEAD ORE.		FOREIGN LEAD.		
LEAD ORE.	TOTAL OF BRITISH LEAD AND LEAD ORE.	PIG LEAD.	WHITE LEAD.	LEAD ORE.
<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>	<i>Tons. ct. qrs. lbs.</i>
- - -	2,022 7 1 25	170 10 2 0	—	—
- - -	105 6 3 25	10 2 1 5	—	—
- - -	98 18 3 0	—	—	—
- - -	175 5 0 0	—	—	—
- - -	141 5 3 2	54 3 1 25	—	—
- - -	668 14 0 4	39 18 3 4	—	—
80 7 2 14	2,470 4 2 27	362 6 1 23	- - -	52 17 0 22
29 0 0 0	212 8 2 4	1,106 11 3 21	- - -	51 18 0 20
- - -	2,788 19 2 21	563 0 1 11	—	—
- - -	319 9 2 25	—	—	—
- - -	65 6 2 4	—	—	—
- - -	10 19 0 13	—	—	—
10 0 0 0	182 17 2 26	10 0 2 24	—	—
- - -	15 11 0 0	—	—	—
- - -	7 2 0 0	—	—	—
- - -	9 16 0 0	—	—	—
- - -	28 15 2 0	—	—	—
1 5 0 0	2 2 0 0	—	—	—
- - -	3,295 6 3 23	161 0 2 20	0 0 2 12	—
- - -	846 11 0 11	—	—	—
- - -	17 9 1 10	—	—	—
- - -	0 16 0 0	—	—	—
- - -	175 4 3 20	—	—	—
27 10 0 0	250 8 2 11	—	—	—
- - -	655 19 3 16	—	—	—
- - -	538 15 3 26	—	—	—
- - -	127 5 1 26	—	—	—
- - -	60 10 0 0	39 3 0 17	—	—
- - -	507 19 2 18	10 4 2 15	—	—
- - -	6 3 3 3	—	—	—
- - -	14 18 0 0	3 1 0 7	—	—
- - -	19 12 2 9	—	—	—
- - -	9 6 0 0	—	—	—
- - -	34 9 0 0	—	—	—
- - -	189 4 1 26	—	—	—
148 2 2 14	16,070 12 1 11	2,530 4 0 4	0 0 2 12	104 10 1 14

William Irving,
Inspector-General of Imports and Exports.

LEAD AND LEAD ORE.

**AN ACCOUNT of the Imports and Exports
of Lead and Lead Ore, for the last Year,
ending the 5th January 1841.**

(In continuation of Parliamentary Paper, No. 284, of Sess. 1840.)

(Mr. William Evans.)

*Ordered, by The House of Commons, to be Printed,
27 April 1841.*

266.

Under 1 oz.

LIGHT DUTIES.

RETURN to an Order of the Honourable The House of Commons,
dated 1 March 1841 ;—*for*,

A RETURN of the **LIGHT DUTIES** at each **PORT** and **CREEK** in *England* and *Wales*,
during the Year ended the 31st day of December 1839 ; showing the Amount collected
for the *English*, *Scotch* and *Irish* Boards respectively :—Also, of the Amount of the
PER-CENTAGE paid to or retained by the Collector at each **PORT** and **CREEK** as the
Expense of Collection ; showing the specific Amount received by each Collector during
the said period.

SIMILAR RETURNS for *Scotland* and *Ireland*.

(*Mr. Gillon.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

ENGLAND AND WALES.

A RETURN of the LIGHT DUTIES at each PORT and CREEK in *England and Wales*, during the Year ended the 31st day of December 1839; showing the Amount collected for the *English, Scotch and Irish* Boards respectively:—Also, of the Amount of the PER-CENTAGE paid to or retained by the Collector at each PORT and CREEK as the Expense of Collection; showing the specific Amount received by each Collector during the said period.

PORT.	CREEK.	Amount collected.				Amount of Per-centage.			
		English.	Scotch.	Irish.	TOTAL.	English.	Scotch.	Irish.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Aberdovey	-	23 2 8	-	-	23 2 8	4 12 5	-	-	4 12 5
Aberystwith	-	87 8 6	3 - 1	20 14 6	111 3 1	6 2 1	- 3 7	1 13 8	7 19 4
	Aberdovey	53 2 2	1 6 9	24 13 3	79 2 2	2 13 1	- 1 4	1 4 8	3 19 1
	Llansefraed	16 6 8	-	1 7 -	17 13 8	- 16 4	-	- 1 4	- 17 8
Aldborough	-	48 8 7	-	-	48 8 7	3 2 8	-	-	3 2 8
	Orford	28 17 -	-	-	28 17 -	1 8 10	-	-	1 8 10
Arundel	-	342 7 7	- 12 2	4 16 -	347 15 9	18 18 9	- - 7	- 4 9	19 4 1
	Littelhampton	73 2 2	-	- 8	73 2 10	3 13 1	-	-	3 13 1
Barnstaple	-	246 19 11	3 5 11	5 5 -	255 10 10	13 10 5	- 3 7	- 6 2	14 - 2
	Ilfracombe	46 8 7	- 13 7	2 10 4	49 12 6	2 6 5	- - 8	- 2 6	2 9 7*
	Lymouth	- 17 4	-	-	- 17 4	- - 10	-	-	- - 10
Beaumaris	-	250 19 2	27 6 4	84 16 2	363 1 8	27 5 10	2 7 11	8 18 5	38 12 2
	Amlwch	90 7 6	-	31 3 10	121 11 4	4 10 4	-	1 11 2	6 1 6
	Conway	140 6 -	- 6 6	5 13 2	146 5 8	7 - 3	- - 3	- 5 7	7 6 1
	Carnarvon	149 13 10	2 3 9	36 8 1	188 5 8	7 9 8	- 2 2	1 16 4	9 8 2
	Pwllheli	71 5 6	- 15 3	32 15 7	104 16 4	3 11 3	- - 9	1 12 9	5 4 9
	Portinllaen	24 - 7	-	6 17 9	30 18 4	1 4 -	-	- 6 10	1 10 10
	Barmouth	34 1 11	- 8 10	15 18 9	50 9 6	1 14 1	- - 5	- 15 11	2 10 5
	Holyhead	38 11 1	36 18 4	35 15 8	111 5 1	1 18 6	1 16 11	1 15 9	5 11 2
	Port Madoc	35 8 2	- 14 9	22 12 2	58 15 1	1 15 4	- - 8	1 2 7	2 18 7
Berwick	-	155 6 5	94 16 6	4 14 2	254 17 1	8 15 11	5 13 5	- 7 7	14 16 11
	Alemouth	15 7 4	15 17 6	3 12 2	34 17 -	- 15 4	- 15 10	- 3 7	1 14 9
	Budle	22 16 2	21 9 10	2 5 2	46 11 2	1 2 9	1 1 5	- 2 3	2 6 5
Bideford	-	456 6 10	2 3 1	17 5 10	475 15 9	22 16 3	- 2 2	- 17 2	23 15 7
Boston	-	137 14 10	20 11 4	2 12 9	160 18 11	8 12 2	1 - 7	- 2 6	9 15 3
	Wainfleet	28 9 4	-	-	28 9 4	1 8 5	-	-	1 8 5
	Spalding	21 2 3	-	-	21 2 3	1 1 1	-	-	1 1 1
	Saltfleet	19 7 7	-	-	19 7 7	- 19 4	-	-	- 19 4
Bridgwater	-	921 8 7	7 15 7	29 7 9	958 11 11	47 17 9	- 8 -	1 10 4	49 16 1
	Minehead	37 3 6	- 9 4	2 2 8	39 15 6	1 17 2	- - 5	- 2 1	1 19 8
	Watchet	35 3 9	- 10 4	1 10 11	37 5 -	1 15 2	- - 6	- 1 6	1 17 2
		30 - 8	-	-	30 - 8	1 10 -	-	-	1 10 -
Bridlington	-	341 13 1	- 15 -	4 6 1	346 14 2	17 1 9	- - 8	- 4 3	17 6 8
Bridport	-	4,575 18 8	135 5 11	597 19 5	5,309 4 -	228 18 1	6 15 3	29 17 11	265 11 3
Bristol	-	10 3 5	-	-	10 3 5	- 10 2	-	-	- 10 2
Cardiff	-	1,373 6 4	116 10 10	321 16 5	1,811 13 7	68 17 10	5 16 5	16 1 10	90 16 1
	Aberthaw	9 - 10	-	-	9 - 10	- 9 -	-	-	- 9 -
Cardigan	-	120 5 11	4 9 7	23 5 2	148 - 8	7 5 9	- 4 7	1 5 6	8 15 10
	Aberayron	49 13 6	- 5 8	4 11 -	54 10 2	2 9 8	- - 3	- 4 6	2 14 5
Carlisle	-	23 15 5	30 16 10	37 4 11	91 17 2	1 3 10	4 10 2	2 8 11	8 2 11
	Fisher's Cross	-	119 18 9	23 4 3	143 3 -	-	5 19 11	1 3 2	7 3 1
Chepstow	-	15 18 7	- 16 -	- 11 10	17 6 5	- 15 9	- - 9	- - 6	- 17 -
Chester	-	242 13 5	17 5 2	62 3 5	322 2 5	18 1 3	1 - 2	3 18 1	22 19 6
	Flint and Bagilt	90 8 2	5 12 7	27 17 8	123 18 5	4 10 4	- 5 7	1 7 10	6 3 9
	Wepre	9 8 5	- 3 2	2 10 8	12 2 3	- 9 5	- - 2	- 2 6	- 12 1
	Mostyn	14 - 8	- 3 10	1 5 6	15 10 -	- 14 -	- - 2	- 1 3	- 15 5
	Rhydlan	120 3 10	-	- 4 4	120 8 2	6 - 2	-	- - 2	6 - 4
Chichester	-	213 9 8	7 4 7	1 17 10	222 12 1	14 7 10	- 7 2	- 2 2	14 17 2
	Emsworth	149 8 4	-	1 5 4	150 13 8	7 9 5	-	- 1 3	7 10 8
Clay	-	43 - 8	-	2 18 4	45 19 -	2 17 -	-	- 2 9	2 19 9
	Cromer	27 19 2	-	-	27 19 2	1 7 11	-	-	1 7 11
Colchester	-	679 16 10	5 17 5	2 12 6	688 6 9	34 1 3	- 5 10	- 2 7	34 9 8
Cowes	-	1,459 19 4	3 8 -	1 7 5	1,464 14 9	73 14 6	- 3 4	- 1 5	73 19 3
	Newport	29 19 -	-	-	29 19 -	1 9 11	-	-	1 9 11
Dartmouth	-	355 8 1	1 2 2	8 5 8	364 15 11	28 6 1	- 2 2	- 14 6	29 2 9
	Brixham	62 8 6	-	2 5 10	64 14 4	3 2 5	-	- 2 3	3 4 8
	Torquay	196 13 2	2 1 8	8 18 10	207 13 8	9 16 7	- 2 1	- 8 11	10 7 7
	Salcombe	161 1 -	-	1 4 6	162 5 6	8 1 -	-	- 1 2	8 2 2
Deal	-	229 2 2	-	-	229 2 2	45 16 6	-	-	45 16 6
Dover	-	540 4 10	4 7 9	2 17 6	547 10 1	29 16 1	- 4 5	- 2 9	30 4 1
	Folkestone	113 6 -	-	-	113 6 -	5 13 3	-	-	5 13 3
Exeter	-	1,473 17 2	5 2 6	22 9 9	1,501 9 5	80 12 1	- 5 11	1 3 1	82 1 1
	Topsham	6 19 7	-	-	6 19 7	- 6 11	-	-	- 6 11
	Exmouth	1 10 6	-	-	1 10 6	- 1 6	-	-	- 1 6
	Teignmouth	270 - 1	1 10 -	1 11 6	273 1 7	13 10 -	- 1 6	- 1 7	13 13 1
Falmouth	-	1,127 8 7	12 3 8	24 - 11	1,163 13 2	60 19 8	- 12 2	1 5 8	62 17 6
	Penryn	184 9 2	-	3 7 -	187 16 2	9 4 5	-	- 3 4	9 7 9
Faversham	-	323 9 4	-	-	323 9 4	24 10 11	-	-	24 10 11
	Whitstable	235 15 9	-	-	235 15 9	11 15 9	-	-	11 15 9
	Herne Bay	22 11 1	-	-	22 11 1	1 2 6	-	-	1 2 6
	Milton	76 13 1	-	-	76 13 1	3 16 7	-	-	3 16 7
Fleetwood	-	12 3 8	4 15 10	15 3 8	32 3 2	- 16 7	- 4 9	- 19 10	2 1 2
	Lytham	8 4 5	-	8 15 2	16 19 7	- 8 2	-	- 8 9	- 16 11
	Preston	- 10 1	-	- 11 -	1 1 1	- - 6	-	- - 6	- 1 -†
Fowey	-	204 16 5	-	-	204 16 5	13 14 3	-	-	13 14 3†
	Pentowan	71 4 9	-	- 9 2	71 13 11	3 11 2	-	- - 5	3 11 7
	Charleston	68 2 8	-	- 1 8	68 4 4	3 8 1	-	- - 1	3 8 2
Gloucester	-	2,305 13 10	118 1 10	217 11 4	2,641 7 -	116 13 -	5 18 1	11 1 5	133 12 6
	Lydney	19 11 1	-	2 4 3	21 15 4	- 19 6	-	- 2 2	1 1 8
	Beachley	35 3 4	-	5 10 5	40 13 9	1 15 2	-	- 5 6	2 - 8
Goole	-	1,155 16 2	128 19 9	4 8 2	1,289 4 1	61 9 6	6 9 2	- 4 9	68 3 5
	Selby	147 11 2	- 5 3	- 16 8	148 13 1	7 7 6	- - 3	- - 10	7 8 7
		2 17 -	-	-	2 17 -	- 11 4	-	-	- 11 4
Gravesend	-	45 18 -	-	-	45 18 -	2 5 10	-	-	2 5 10
Grimaby	-	126 3 8	-	-	126 3 8	6 6 2	-	-	6 6 2
Gweek	-	197 12 5	-	-	197 12 5	17 - 4	-	- 4 3	17 4 7
Harwich	-	259 14 2	-	1 4 6	260 18 8	12 19 8	-	- 1 2	13 - 10
	Mistley	-	-	-	-	-	-	-	-
	Thorpe	26 14 10	-	-	26 14 10	1 5 8	-	-	1 5 8

* For remainder of collection, vide Ilfracombe (Port).

† For remainder of collection at these places, vide Creeks of Lancaster.

PORT.	CREEK.	Amount collected.				Amount of Per-centage.			
		English.	Scotch.	Irish.	TOTAL.	English.	Scotch.	Irish.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Hull	-	4,832 19 8	1,114 5 -	8 7 10	5,955 12 6	246 1 -	56 5 -	- 8 4	302 14 4
	Gainsborough	164 2 6	19 13 2	- - -	183 15 8	8 4 1	- 19 8	- - -	9 3 9
	Keadby	12 6 -	1 19 -	- - -	14 5 -	- 12 3	- 1 11	- - -	- 14 2
Ilfracombe	-	2 11 11	- - -	- 13 10	3 5 9	- 2 7	- - -	- 7 -	- 3 2*
Ipswich	-	985 10 7	1 19 10	16 - 2	1,003 10 7	49 5 7	- 2 -	- 16 -	50 3 7
Lancaster	-	46 9 11	34 17 4	78 11 9	159 19 -	5 5 1	3 18 10	7 9 1	16 13 -
	Glasgow Dock	66 7 1	39 13 2	71 15 4	177 15 7	3 6 4	1 19 8	3 11 9	8 17 9
	Ulverstone	16 19 4	12 7 11	24 5 3	53 12 6	- 16 11	- 12 4	1 4 3	2 13 6
	Preston	- 8 5	- 3 9	- 3 9	- 15 11	- 5 -	- 2 -	- 2 -	- 9†
	Lytham	18 10 10	11 19 10	23 8 2	53 18 10	- 18 6	- 12 -	1 3 5	2 13 11†
	Poulton	14 17 10	18 7 11	21 9 9	54 15 6	- 14 10	- 18 4	1 1 5	2 14 7
	Barrow and Watney	- - -	- 13 1	- 3 -	- 16 1	- - -	- 7 -	- 1 -	- 8 -
	Ireleth	- - -	2 13 1	- - -	2 13 1	- - -	- 2 7	- - -	- 2 7
Leigh	-	192 10 11	- - -	- - -	192 10 11	9 12 6	- - -	- - -	9 12 6
Liverpool	-	20,002 19 -	7,754 5 7	26,285 10 4	54,042 14 11	1,006 11 3	388 19 -	1,313 7 2	2,708 17 5
	Runcorn	256 17 2	52 10 11	148 3 8	457 11 9	12 16 10	2 12 6	7 8 2	22 17 6
Llanelli	-	665 - 10	- 7 6	29 3 5	694 11 9	37 19 8	- - 4	1 11 1	39 11 1
	Pembrey	13 15 3	- - -	- 5 8	14 - 11	- 13 9	- - -	- 3 -	- 14 -
	Laugharne & St. Clair	30 2 -	- - -	- 6 5	30 8 5	1 10 1	- - -	- 3 -	1 10 4
	Carmarthen	145 10 3	- - -	3 5 5	148 15 8	7 5 6	- - -	- 3 3	7 8 9
London	-	90,420 6 -	2,761 5 8	934 4 3	94,115 15 11	1,829 15 7	138 1 3	46 14 2	2,014 11 -
Lyme	-	120 2 4	- - -	- 14 3	120 16 7	6 - 2	- - -	- 8 -	6 - 10
Lynn	-	1,989 10 7	44 2 6	19 9 -	2,053 2 1	113 6 2	2 7 -	1 2 10	116 16 -
	Heacham	44 13 10	- - -	- 12 4	45 6 2	2 4 8	- - -	- 7 -	2 5 3
	Wisbeach	508 4 6	5 15 9	6 3 10	520 4 1	25 8 2	- 5 9	- 6 2	26 - 1
Maldon	-	650 19 11	- - -	4 16 8	655 16 7	34 19 5	- - -	- 4 10	35 4 3
	Burnham	96 18 6	- - -	- - -	96 18 6	4 16 11	- - -	- - -	4 16 11
Milford	-	294 10 4	2 17 5	77 3 6	374 11 3	21 7 10	- 15 4	4 17 6	27 - 8
	Littlehaven	2 6 8	- - -	- 3 6	2 10 2	- 2 4	- - -	- 2 -	- 2 6
	Solva	10 16 -	- - -	- 6 6	11 2 6	- 10 9	- - -	- 4 -	- 11 1
	Pembroke	56 - 3	22 19 6	34 18 10	113 18 7	2 16 -	1 2 11	1 14 11	5 13 10
	Tenby and Saundersfoot	166 16 8	- - -	- 10 4	167 7 -	8 6 10	- - -	- 6 -	8 7 4
	Haverfordwest	28 2 9	2 6 5	4 14 5	35 3 7	1 8 1	- 2 3	- 4 8	1 15 -
Newcastle	-	9,453 3 9	1,764 1 2	100 9 3	11,317 14 2	485 7 2	93 8 3	6 10 7	585 6 -
	North Shields	338 17 2	181 18 11	56 15 -	577 11 1	16 18 10	9 1 11	2 16 9	28 17 6
	Blythnook	200 2 8	26 9 2	3 10 3	230 2 1	10 - 1	1 6 5	- 3 6	11 10 -
Newhaven	-	556 6 1	- - -	6 2 2	562 8 3	27 15 10	- - -	- 6 1	28 1 11
Newport	-	1,910 3 4	17 3 4	167 9 7	2,094 16 3	95 10 2	- 17 2	8 7 5	104 14 9
Padstow	-	118 8 10	- 5 -	11 7 6	130 1 4	9 10 -	- - 3	- 11 8	10 1 11
	Port Isaac	12 12 10	- - -	- - -	12 12 10	- 12 7	- - -	- - -	- 12 7
	Bude	66 8 7	- - -	- 1 10	66 10 5	3 6 5	- - -	- 1 -	3 6 6
	New Quay	32 18 2	- - -	- - -	32 18 2	1 12 10	- - -	- - -	1 12 10
	Boscawen	31 2 6	- - -	- 11 6	31 14 -	1 11 1	- - -	- 7 -	1 11 8
Pennance	-	504 8 11	4 1 6	11 3 10	519 14 3	25 4 5	- 4 -	- 11 2	25 19 7
Plymouth	-	2,739 15 11	71 6 2	432 11 7	3,243 13 8	144 11 9	3 11 4	21 14 1	169 17 2
	Calstock	204 3 2	- - -	2 2 10	206 6 -	10 4 1	- - -	- 2 1	10 6 2
	Looe	90 1 5	- - -	- 19 6	91 - 11	4 10 -	- - -	- 11 -	4 10 11
Poole	-	583 15 9	1 2 8	10 18 9	595 17 2	29 3 10	- 1 2	- 11 -	29 16 -
Portsmouth	-	1,235 17 5	19 19 8	21 16 8	1,277 13 9	66 14 9	1 2 2	1 3 3	69 - 2
	Fareham	159 18 11	4 7 10	2 16 11	167 3 8	7 19 11	- 4 4	- 2 10	8 7 1
Ramsgate	-	311 3 2	- - -	1 19 10	313 3 -	22 4 7	- - -	- 3 -	22 7 7
	Margate	129 3 4	- - -	- 6 10	129 10 2	6 9 2	- - -	- 4 -	6 9 6
	Sandwich	138 - 1	- - -	1 15 8	139 15 9	6 18 -	- - -	- 1 9	6 19 9
Rochester	-	2,084 4 2	4 3 11	8 19 3	2,097 7 4	109 11 6	- 4 1	- 8 11	110 4 6
	Sheerness	195 16 -	1 3 2	- - -	196 19 2	9 15 9	- 1 2	- - -	9 16 11
	Maidstone	19 - 6	- - -	- - -	19 - 6	- 19 -	- - -	- - -	- 19 -
Rye	-	287 3 3	- 16 8	2 11 5	290 11 4	22 10 1	- 10 -	- 3 -	22 13 11
	Hastings	238 14 -	- - -	- 16 3	239 10 3	11 18 8	- - -	- 9 -	11 19 5
	Eastbourne	87 9 7	- - -	- - -	87 9 7	4 7 5	- - -	- - -	4 7 5
St. Ives	-	83 1 9	- 18 4	3 6 6	87 6 7	16 19 2	- 3 2	- 7 10	17 10 2
	Hayle	320 7 10	4 10 4	8 16 10	333 15 -	16 - 4	- 4 6	- 8 10	16 13 8
	Portreath & St. Agnes	191 14 1	- - -	- - -	191 14 1	9 11 8	- - -	- - -	9 11 8
Scarborough	-	72 3 5	5 18 4	2 5 8	80 7 5	3 12 1	- 5 11	- 2 4	4 - 4
Scilly	-	40 8 3	- - -	- 3 6	40 11 9	2 - 7	- - -	- 2 -	2 - 9
Shoreham	-	1,160 2 10	5 6 8	7 19 1	1,173 8 7	58 4 7	- 5 4	- 7 11	58 17 10
	Brighton	9 1 8	- - -	- - -	9 1 8	- 9 1	- - -	- - -	- 9 1
Southampton	-	2,113 9 7	15 9 7	26 13 10	2,155 13 -	108 2 2	- 15 5	1 6 7	110 4 2
	Lymington	91 14 10	- - -	- 3 1	91 17 11	4 11 8	- - -	- 1 -	4 11 9
	Christchurch	7 10 -	- - -	- - -	7 10 -	- 7 6	- - -	- - -	- 7 6
Southwold	-	110 9 3	1 16 -	- 19 8	113 5 5	5 10 4	- 1 9	- 1 -	5 13 1
Stonkton	-	966 5 9	301 8 2	7 8 1	1,275 1 6	58 11 -	19 6 10	- 7 4	78 5 2
	Hartlepool	220 16 1	93 13 6	- - -	314 9 7	11 - 9	4 13 8	- - -	15 14 5
	Seaham Harbour	148 13 6	77 7 5	- - -	226 - 11	7 8 8	3 17 4	- - -	11 6 -
Sunderland	-	4,799 16 9	995 13 5	4 19 11	5,800 10 1	238 14 11	49 15 8	- 4 11	288 15 6
Swansea	-	1,964 12 7	17 17 5	266 4 1	2,248 14 1	111 11 5	1 2 11	14 11 6	127 5 10
	Newton	58 12 9	4 7 -	18 2 11	81 2 8	2 18 7	- 4 4	- 18 1	4 1 -
	Oxwich and Pennant	2 5 7	- - -	- - -	2 5 7	- 2 3	- - -	- - -	- 2 3
	Aberavon	185 19 11	4 12 1	18 3 6	208 15 6	9 6 -	- 4 7	- 18 2	10 8 9
	Loughor	1 4 3	- - -	- 1 5	1 5 8	- 1 2	- - -	- - -	- 1 2
	Neath	284 8 5	1 7 11	14 6 11	300 3 3	14 4 5	- 1 4	- 14 4	15 - 1
Truro	-	482 18 7	- - -	4 4 8	487 3 3	31 16 7	- 8 -	- 6 2	32 3 5
	Point	308 4 3	1 7 4	3 18 6	313 10 1	15 8 2	- 1 4	- 3 11	15 13 5
Wells	-	104 13 5	2 6 4	1 4 8	108 4 5	5 4 7	- 2 4	- 1 2	5 8 1
Weymouth	-	527 9 4	- - -	4 9 6	531 18 10	26 7 3	- - -	- 4 4	26 11 7
Whitby	-	76 13 9	56 6 8	5 19 10	139 - 3	3 16 9	2 16 4	- 6 -	6 19 1
Whitehaven	-	517 2 5	221 10 1	243 1 6	981 14 -	33 4 7	14 15 5	15 5 10	63 5 10
	Workington	146 - 7	59 17 10	50 8 10	256 7 3	7 6 -	2 19 10	2 10 5	12 16 3
	Maryport	149 17 5	87 18 9	75 1 10	312 18 -	7 9 10	4 7 11	3 15 1	15 12 10
Woodbridge	-	220 6 -	- - -	2 16 9	223 2 9	11 - 2	- - -	- 2 10	11 3 -
Yarmouth	-	1,865 15 10	28 19 8	24 18 4	1,919 13 10	96 10 7	1 9 7	1 6 2	99 6 4
	Lowestoft	95 11 4	1 - 8	2 16 10	99 8 10	4 15 6	- 1 -	- 2 10	4 19 4
	Beccles	33 16 2	- - -	- - -	33 16 2	1 13 9	- - -	- - -	1 13 9

* For remainder of collection at this place, vide Creeks of Barnstaple.

† For remainder of collection at these places, vide Creeks of Fleetwood.

SCOTLAND.

RETURN of the LIGHT DUTIES at each PORT and CREEK in Scotland, during the Year ended 31st December 1839; showing the Amount collected for the English, Scotch and Irish Boards respectively:—Also, of the Amount of the PER-CENTAGE paid to or retained by the Collector at each PORT and CREEK as the Expense of Collection; showing the specific Amount received by each Collector during the said period.

PORTS.	CREEKS.	Scotch.	English.	Irish.	TOTAL.	Five per Cent. for Collection.	Additional 2½ per Cent. on Creeks.	Commission to principal Collectors.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Aberdeen	-	2,105 9 3½	512 11 8½	29 11 9½	2,647 12 9½	132 7 7	- - -	132 7 7
	Peterhead	362 11 -	69 1 3	9 - 4½	440 12 7½	22 - 7	11 - 3½	11 - 3½
	Stonehaven	-	-	-	-	-	-	-
	Newburgh	-	-	-	-	-	-	-
	£.	2,468 - 3½	581 12 11½	38 12 2	3,088 5 5	154 8 2	11 - 3½	143 7 10½
Alloa	-	185 5 5½	22 13 4	1 13 -¾	209 11 10½	10 9 7	- - -	10 9 7
	Kincardine	205 2 6½	67 14 9	3 16 8	276 13 11½	13 6 8	6 18 4	6 18 4
	Stirling	-	-	-	-	-	-	-
	£.	390 8 -	90 8 1	5 9 8¾	486 5 9¾	24 6 3	6 18 4	17 7 11
Ayr	-	129 15 9½	10 15 8¾	51 6 1	191 17 7½	9 11 9	- - -	9 11 9
	Girvan	4 15 1	- - -	1 2 1½	5 17 2½	- 5 9	- 2 10½	- 2 10½
	£.	134 10 10½	10 15 8¾	52 8 2½	197 14 9½	9 17 6	- 2 10½	9 14 7½
Banff	-	260 15 11	51 19 5	4 14 -½	317 9 4½	15 17 5½	- - -	15 17 5½
	Buckie	-	-	-	-	-	-	-
	Garmouth	210 - 5½	18 8 2	11 2 10	239 11 5½	11 19 6½	5 19 9½	5 19 9½
	Fraserburgh	-	-	-	-	-	-	-
	£.	470 16 4½	70 7 7	15 16 10½	557 - 10	27 17 -	5 19 9½	21 17 3
Borrowstoness	-	114 18 4½	42 12 10	1 15 5	159 6 7½	7 19 4	- - -	7 19 4
	Inverkeithing	302 11 5	182 3 7	17 12 1½	502 7 1½	25 2 4	12 11 2	12 11 2
	Limekilns	-	-	-	-	-	-	-
	£.	417 9 9½	224 16 5	19 7 6½	661 13 9	33 1 8	12 11 2	20 10 6
Campbeltown	-	93 16 5½	18 14 5½	35 10 -	148 - 11	7 8 -	- - -	7 8 -
	Jalay	18 2 8½	- - -	2 8 4½	20 11 1	1 - 6½	- 10 3	- 10 3
	Tarbet	-	-	-	-	-	-	-
	£.	111 19 2	18 14 5½	37 18 4½	168 12 -	8 8 6½	- 10 3	7 18 3
Dumfries	-	81 19 7½	17 9 -¾	41 5 11½	140 14 7½	7 - 8½	- - -	7 - 8½
	Annan	35 15 11	4 16 4	10 18 7	51 10 10	2 11 6½	1 5 9	1 5 9
	£.	117 15 6½	22 5 4½	52 4 6½	192 5 5½	9 12 3	1 5 9	8 6 5½
Dunbar	-	91 12 10½	10 11 2½	2 11 11½	104 16 -¾	5 4 9½	- - -	5 4 9½
	Eyemouth	71 6 5½	12 14 4½	- 10 11½	84 11 9½	4 4 7	2 2 3½	2 2 3½
	North Berwick	-	-	-	-	-	-	-
	£.	162 19 4	23 5 7	3 2 11	189 7 10	9 9 4½	2 2 3½	7 7 1
Dundee	-	2,180 19 2	705 15 7½	23 7 8½	2,910 2 5½	145 10 1	- - -	145 10 1
	Lime Vessels	-	-	-	-	-	-	-
	Polgavie	-	-	-	-	-	-	-
	Port Allan	148 13 4½	32 17 11½	- - -	181 11 3½	9 1 6	4 10 9	4 10 9
	Errol	-	-	-	-	-	-	-
	Ferry Port	-	-	-	-	-	-	-
	Craig	-	-	-	-	-	-	-
	£.	2,329 12 6½	738 13 6½	23 7 8½	3,091 13 9½	154 11 7	4 10 9	150 - 10
Fisharrow	-	128 14 8	61 10 6½	2 - 5	192 5 7½	9 12 3	- - -	9 12 3
	Prestonpans	118 11 11	64 - 7	3 10 3½	186 2 9½	9 6 1½	4 13 1	4 13 1
	£.	247 6 7	125 11 1½	5 10 8¾	378 8 5½	18 18 4½	4 13 1	14 5 4
Glasgow	-	2,869 11 2	947 2 11½	2,292 3 5½	6,108 17 7	305 8 10	- - -	305 8 10
	Bowling Bay	55 14 4½	23 13 2	48 - 3½	127 7 10	6 7 4	3 3 8	3 3 8
	£.	2,925 5 6½	970 16 1½	2,340 3 9	6,236 5 5	311 16 2	3 3 8	308 12 6
Grangemouth	-	707 18 7½	202 3 5	6 17 9½	916 19 10	40 16 11	- - -	40 16 11
Greenock	-	2,205 8 10	855 9 3	2,252 8 6	5,313 6 7	265 13 4	- - -	265 13 4
	Rothessay	50 13 1	5 17 5	21 1 3½	77 11 9½	3 17 7	1 18 10½	1 18 10½
	Tobermory	-	-	-	-	-	-	-
	Lochgilthead	-	-	-	-	-	-	-
	£.	2,256 1 11	861 6 8	2,273 9 9½	5,390 18 4½	269 10 11	1 18 10½	267 12 2½
Irvine	-	195 9 6	101 7 -	166 10 6	463 7 -	23 3 4	- - -	23 3 4
	Troon	149 7 3	24 14 10½	68 4 2½	242 6 4	12 2 4	6 1 2	6 1 2
	Saltcoats	-	-	-	-	-	-	-
	Ardrossan	-	-	-	-	-	-	-
	£.	344 16 9	126 1 10½	234 14 8½	705 13 4	35 5 8	6 1 2	29 4 6

PORTS.	CREEKS.	Scotch.	English.	Irish.	TOTAL.	Five per Cent. for Collection.	Additional 2½ per Cent. on Creeks.	Commission to principal Collectors.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Isle of Man and Douglas.	- - -	189 18 5	98 7 9½	56 10 9	344 16 11½	17 4 10	- - -	17 4 10
	Darbyhaven -	101 14 6	44 - -	17 - -	162 14 6	8 2 8½	4 1 4	4 1 4
	Peal -							
	Ramsay -							
	£.	291 12 11	142 7 9½	73 10 9	507 11 5½	25 7 6½	4 1 4	21 6 2
Inverness -	- - -	464 13 4½	59 1 1½	6 11 7	530 6 1	26 10 3	- - -	26 10 3
	Cromarty -							
	Fort William -							
	Portmahomack -	414 13 7	19 16 8	6 - -	440 10 3	22 - 6	11 - 3	11 - 3
	Lossiemouth -							
	Findhorn -							
	Fort George -							
	Burghhead -							
	£.	879 6 11½	78 17 9½	12 11 7	970 16 4	48 10 9	11 - 3	37 10 6
Kirkcaldy -	- - -	363 16 -½	123 13 3	8 13 7	496 2 10½	24 16 1	- - -	24 16 1
	Burntisland -							
	Wemyss -							
	Leven -	226 11 6	36 2 -½	10 9 3½	273 2 10	13 13 1	6 16 6	6 16 1
	Anstruther -							
	St. Andrew's -							
	Elie -							
	Crail -							
	£.	590 7 6½	159 15 3½	19 2 10½	769 5 8½	38 9 2	6 16 6	31 12 2
Kirkcudbright -	- - -	34 10 10	- - -	6 5 6	40 16 4	2 - 10	- - -	2 - 10
	Barlochan -	11 - -	- - -	4 18 4	15 18 4	- 15 11	- 7 11½	- 7 11½
	Gatehouse -							
	£.	45 10 10	- - -	11 3 10	56 14 8	2 16 9	- 7 11½	2 8 9½
Kirkwall and Stromness.	- - -	113 6 8½	10 2 8	12 6 5	135 15 9½	6 15 9	- - -	6 15 9
Leith -	- - -	3,939 1 10	1,553 10 5½	21 - 6	5,513 12 9½	275 13 7	- - -	275 13 7
Lerwick -	- - -	189 14 11	3 4 3	25 1 11	218 1 1	10 18 -	- - -	10 18 -
Montrose -	- - -	468 12 3	117 5 4	3 17 9	589 15 4	29 9 9	- - -	29 9 9
	Johnshaven -	407 13 5	89 18 5	3 2 10	500 14 8	25 - 9	12 10 4	12 10 4
	Arbroath -							
	£.	876 5 8	207 3 9	7 - 7	1,090 10 -	54 10 6	12 10 4	42 - 1
Oban -	- - -	60 18 2	- 7 8½	6 16 11	68 2 9½	3 8 1	- - -	3 8 1
Perth -	- - -	390 17 9½	84 13 5½	- - -	375 11 3	18 15 7	- - -	18 15 7
	Newburgh -	34 17 1	4 3 7	- - -	39 - 8	1 19 -	- 19 6	- 19 6
	£.	325 14 10½	88 17 -½	- - -	414 11 11	20 14 7	- 19 6	19 15 1
Port Glasgow -	- - -	473 16 10½	162 16 8½	430 7 1½	1,067 - 8	53 7 -	- - -	53 7 -
Stornoway -	- - -	27 6 2½	- 4 1	1 14 1	29 4 4½	1 9 2	- - -	1 9 2
Stranraer -	- - -	57 12 4	7 3 3	29 8 2	94 3 9	4 14 2	- - -	4 14 2
	Port Patrick -	6 17 -	- - -	1 16 8	8 13 8	- 8 8	- 4 4	- 4 4
	Port Logan -							
	£.	64 9 4	7 3 3	31 4 10	102 17 5	5 2 10	- 4 4	4 18 6
Thurso -	- - -	67 9 5½	7 16 7½	1 13 -½	76 19 1½	3 16 11	- - -	3 16 11
Wick -	- - -	282 10 4½	33 - 10½	34 17 7½	350 8 10½	17 10 5	- - -	17 10 5
	Helmsdale -	41 15 2½	2 5 11½	3 8 2½	47 9 4½	2 7 5	1 3 8	1 3 8
	£.	324 5 7	35 6 10	38 5 9½	397 18 2½	19 17 10	1 3 8	18 14 1
Wigtown -	- - -	24 7 5½	- - -	14 3 9½	38 11 2½	1 18 7	- - -	1 18 7
	Garlistown -							
	Port William -	16 16 9	- - -	2 16 10	19 13 7	- 19 8	- 9 10	- 9 10
	Creetown -							
	Ile of Whithorn -							
	£.	41 4 2½	- - -	17 - 7½	58 4 9½	2 18 3	- 9 10	2 18 5

Edinburgh, 9 March 1841.

By order of the Commissioners of the Northern Lighthouses,

C. Cunningham, Secretary.

IRELAND.

RETURN of the CORPORATION for preserving and improving the Port of *Dublin*, showing the Amount of LIGHTHOUSE DUTIES at each PORT and CREEK in *Ireland* for the Year ended the 31st day of December 1839:—Also, the Amount of PER-CENTAGE paid to or retained by the Collector at each PORT and CREEK as the Expense of Collection; and showing the specific Amount received by each Collector during the said period.

PORTS.	CREEKS.	Duty collected for Irish Lights.	Duty collected for Scotch Lights.	Duty collected for English Lights.	Commission paid to or retained by Collector.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Baltimore	- - -	15 15 -	- nil. -	8 16 1	1 17 9
	Castletownsend - - -	1 1 -	- nil. -	3 11 5	- 3 6
	Bantry - - -	4 16 1	- nil. -	3 13 3	- 3 8
	Beerhaven - - -	10 10 -	- nil. -	19 8 1	- 19 5
Belfast	- - -	2,207 1 4	2,159 14 5	937 19 1	267 17 6
	Larne - - -	44 1 8	65 17 3	12 2 -	6 2 -
	Donaghadee - - -	13 14 11	25 12 2	1 19 10	2 1 3
Coleraine	- - -	96 18 7	163 14 9	17 15 6	13 8 5
Cork	- - -	1,158 6 7	110 17 11	1,430 1 11	143 7 2
	Kinsale - - -	61 15 -	1 12 2	95 10 -	7 18 10
	Youghal - - -	17 16 5	- 9 10	225 3 5	12 3 6
	Clonakilty - - -	4 - 1	- nil. -	12 19 2	- 17 -
Dublin	- - -	5,028 4 9	2,306 3 1	2,412 5 1	491 2 4
	Balbriggan - - -	34 19 5	36 8 5	16 - 2	4 7 5
	Wicklow - - -	47 11 -	6 8 8	57 11 7	5 11 6
	Arklow - - -	20 13 10	4 4 6	30 18 1	2 15 10
Drogheda	- - -	259 7 7	234 17 5	140 4 2	31 14 5
Dundalk	- - -	184 10 3	141 8 8	123 2 4	22 9 -
Galway	- - -	176 5 1	58 5 8	48 4 9	14 2 11
Limerick	- - -	769 6 7	240 9 1	201 14 4	61 17 11
	Tralee - - -	73 8 5	9 8 2	23 4 1	5 6 -
	Kilrush - - -	13 3 7	2 2 10	4 5 11	- 19 8
	Clare - - -	33 - 4	2 6 11	11 9 2	2 6 10
Londonderry	- - -	361 4 6	681 8 8	50 3 11	56 1 3
	Ballyraine - - -	8 15 1	16 15 5	- nil. -	1 5 6
Newry	- - -	500 3 10	245 7 -	233 13 9	53 3 9
	Strangford - - -	91 19 -	108 9 -	23 8 6	11 3 10
	Killough - - -	8 10 8	16 16 10	1 9 7	1 6 10
	Newcastle - - -	5 1 3	18 16 7	- nil. -	1 3 10
Sligo	- - -	169 3 -	115 4 5	14 12 8	17 - 3
	Killala - - -	6 1 1	12 6 5	- nil. -	- 18 5
	Ballina - - -	22 10 -	33 16 10	- 19 2	2 17 3
	Ballyshannon - - -	35 3 4	13 19 5	1 - 10	2 10 2
	Donegal, or Killybegs - - -	16 11 10	19 16 6	- 12 5	1 17 -
Waterford	- - -	905 13 7	110 - 2	1,015 - -	117 16 7
	Ross - - -	212 3 1	23 6 11	285 6 4	26 - 10
	Dungarvon - - -	42 10 1	4 4 -	92 12 5	6 19 4
	Dunmore - - -	1 14 2	- nil. -	6 5 4	- 8 -
Westport	- - -	89 10 1	62 6 5	11 5 5	8 3 -
Wexford	- - -	238 4 2	83 12 -	211 15 2	27 10 1
	Bannow - - -	5 3 5	- nil. -	33 4 10	1 18 4

Ireland:—On the amount collected for Irish Lights, the Collector at each Port and Creek retains 5 per cent. on the collection.

England and Scotland:—On the amount collected for English and Scotch Lights, the Collector at each Port and Creek retains 5 per cent., with the addition of 2½ per cent. to the Collector at the principal Port upon the amount collected at the Creeks under such Port.

Ballast Office, Dublin, }
19 March 1841. }

William Bigger,
Ballast Master of the Port of Dublin,
and Comptroller of Lighthouse Duties.

THE UNIVERSITY OF CHICAGO
PRESS
CHICAGO, ILLINOIS

LIGHT DUTIES.

RETURN of the LIGHT DUTIES at each POST
and CARRIAGE in *England* and *Wales*, *Scotland* and
Ireland, in the Year ended 31 December 1839.

(*Mr. Gillon.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

258.

Under 1 oz.

LIGHTHOUSES.

A RETURN of the RECEIPT and APPLICATION of all MONIES received as TOLLS for LIGHTHOUSES, &c. in the Year ending 31 December 1839, by the Corporation of TRINITY HOUSE of DEPTFORD STROND (pursuant to the Act 6 & 7 Will. IV. c. 79, s. 26), viz.:—

First—Lighthouses, &c. not transferred or purchased under the said Act of Parliament.

LIGHTS.	Gross Amount of Light Duties.	Commission on Collection.	Net Revenue.	Charges of Maintenance.	Surplus.	Deficiency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Scilly :						
One lighthouse -	3,299 6 11	136 - 3	3,163 6 8	907 6 3	2,256 - 5	—
Eddystone :						
One lighthouse -	4,756 - 7½	176 3 2	4,579 17 5½	2,320 19 2	2,258 18 3½	—
Milford :						
Two lighthouses -	6,132 - 2	315 18 9	5,816 1 5	1,147 10 1	4,668 11 4	—
Portland :						
Two lighthouses -	4,332 10 1½	150 11 -¼	4,181 19 1½	1,146 10 2	3,035 8 11½	—
St. Bees :						
One lighthouse -	568 14 7	34 - 6½	534 14 -½	438 15 6	95 18 6½	—
Foulness :						
One lighthouse -	4,505 1 -½	157 3 10	4,347 17 2½	767 2 8	3,580 14 6½	—
Caskets :						
Three light-towers -	4,125 5 10½	141 11 2¾	3,983 14 7½	1,222 15 3	2,760 19 4¾	—
Nore :						
One floating light -	3,072 3 -	79 2 10	2,993 - 2	1,364 15 10	1,628 4 4	—
Well or Dudgeon :						
One floating light -	4,846 6 9½	175 14 4½	4,670 12 5	5,832 8 7	- - -	1,161 16 2
Flatholm :						
One lighthouse -	2,198 16 4½	112 15 9½	2,086 - 6¾	1,265 6 10	820 13 8½	—
Lizard :						
Two lighthouses -	4,718 9 6½	176 19 7¾	4,541 9 10¾	975 3 2	3,566 6 8¾	—
Needles and Hurst :						
Three lighthouses -	4,400 13 6½	153 17 4¾	4,246 16 1¾	1,083 4 3	3,163 11 10¾	—
Owers :						
One floating light -	4,325 1 -	149 13 1	4,176 7 11	5,580 18 11	- - -	1,405 11 -
Haisbro' :						
Two lighthouses, and Newarp floating light	4,501 8 2½	156 2 6½	4,345 5 7¾	2,064 17 2	2,280 8 5½	—
Goodwin :						
One floating light -	5,408 - 1½	182 19 -¼	5,225 1 1½	2,558 6 4	934 12 8½	—
Gull :						
One floating light -	- - -	- - -	- - -	1,732 2 1		
Sank :						
One floating light -	6,561 14 -¼	222 11 8¾	6,339 2 3½	2,037 8 6	3,228 11 10½	—
Galloper :						
One floating light -	- - -	- - -	- - -	1,078 1 11		
Flambro' :						
One lighthouse -	4,907 19 6¾	187 17 2½	4,720 2 4½	806 15 5	3,913 6 11½	—
South Stack :						
One lighthouse -	4,018 - 1½	204 18 6	3,813 1 7½	727 3 -	3,085 18 7½	—
Fern :						
Three lighthouses -	3,587 4 5½	164 2 9½	3,423 1 7¾	808 13 8	2,619 7 11½	—
Lowestoft :						
Two lighthouses; one lighthouse at Pake- field, and one float- ing light in the Stan- ford Channel -	4,591 18 5½	159 11 9½	4,432 6 7¾	2,560 3 3	1,872 3 4¾	—

RECEIPT and APPLICATION of all MONIES received as TOLLS for LIGHTHOUSES, &c.—*continued.*

LIGHTS.	Gross Amount of Light Duties.	Commission on Collection.	Net Revenue.	Charges of Maintenance.	Surplus.	Deficiency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Air: One lighthouse and buoys in the Dee -	888 6 4	55 - 3 ½	833 6 - ½	816 6 1	16 19 11 ½	—
Lundy: One lighthouse -	1,958 4 10 ½	103 18 - ¾	1,854 6 9 ¾	952 15 11	901 10 10 ¾	—
Spurn: One floating light -	5,174 14 3	205 10 8 ¾	4,969 3 6 ½	1,161 8 10	3,807 14 8 ½	—
Bideford Bar: Two lighthouses -	397 3 1	19 17 7 ½	377 5 5 ¾	478 15 1	- - -	101 9 7 ½
Bardsey: One lighthouse -	2,289 18 4 ½	117 16 11 ½	2,172 1 5	692 7 2	1,479 14 3	—
Usk: One lighthouse -	650 14 7	33 13 3 ¾	617 1 3 ¾	263 2 3	353 19 - ½	—
Lynn Well: One floating light -	1,514 19 3	81 5 5 ½	1,433 13 9 ¾	1,021 10 4	412 3 5 ¾	—
Beachy Head: One lighthouse -	2,546 7 10	91 5 5 ½	2,455 2 4 ½	1,147 10 10	1,307 11 6 ½	—
Caldy: One lighthouse -	963 3 5 ½	53 13 6 ½	909 9 11	293 4 7	616 5 4	—
Burnham: Two lighthouses -	645 16 6	32 14 - ½	613 2 5 ¾	322 16 10	290 5 7 ¾	—
Haisbro' Sand, North end: One floating light -	4,506 - 11 ½	157 1 6 ½	4,348 19 5 ½	1,064 7 4	3,284 12 1 ½	—
South Sand Head: One floating light -	2,879 15 1	102 - - ¾	2,777 15 - ½	1,460 11 3	1,317 3 9 ½	—
Forelands: Three lighthouses -	3,862 17 8 ¾	143 6 7 ¾	3,719 11 1	1,840 9 1	1,879 2 -	—
Nash: Two lighthouses -	2,397 12 10 ¾	127 - 11 ¾	2,270 11 11	755 10 9	1,515 1 2	—
Falmouth Harbour: One lighthouse -	552 5 5 ½	28 16 1 ½	523 9 4	400 - 7	123 8 9	—
Start: One lighthouse -	2,254 7 7 ½	81 1 9 ½	2,173 5 10	1,029 5 9	1,144 - 1	—
Swin, Middle: One floating light -	1,641 13 8 ½	42 1 8 ½	1,599 12 -	962 6 8	637 5 4	—
North East Shipwash: One floating light -	2,180 2 7 ¾	73 1 5 ½	2,107 1 2 ½	949 19 1	1,157 2 1 ½	—
Saint Nicholas Gatt: One floating light -	2,295 19 9	79 15 11	2,216 3 10	1,004 10 9	1,211 13 1	—
Menai: One lighthouse -	884 15 10 ½	48 18 5	835 17 5 ½	447 4 2	388 13 3 ½	—
Bristol Channel: One floating light, and buoys, &c. -	1,844 13 6	97 1 3 ¾	1,747 12 2 ½	2,697 10 8	- - -	949 18 5 ¾
Maplin: One floating light -	1,620 9 11 ½	41 1 2 ½	1,579 8 9	716 10 3	862 18 6	—
Mouse: One floating light -	1,620 9 11 ½	41 1 2 ½	1,579 8 9	821 4 6	758 4 3	—
From 14th Feb. 1839: South Bishops: One lighthouse -	452 13 7 ¾	23 6 2 ¾	429 7 5	951 - 6	- - -	521 13 1
Commutation of Duties on Fish Vessels -	130,880 1 9 ½ 85 10 -	5,118 5 5 ½ 2 8 -	125,761 16 3 ¾ 83 2 -	60,666 17 3 - - -	69,235 7 4 ¾ 83 2 -	
£.	130,965 11 9 ½	5,120 13 5 ½	125,844 18 3 ¾	60,666 17 3	69,318 9 4 ¾	4,140 8 4

Carried forward.

RECEIPT and APPLICATION of all MONIES received as TOLLS for LIGHTHOUSES, &c.—*continued.*

	Net Revenue.			Charges.			Surplus.			Deficiency.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	125,844	18	9½	60,666	17	3						
Rents of Lights on lease - - - - -	6	-	-									
Commission on Duties received in the Port of London, for Lights in Scotland and Ireland - - - -	184	15	4									
Payments on this Account, not chargeable under any of the foregoing heads:												
Salaries and Allowances to the Clerks employed in the examination and entry of the Accounts of the Collection of English Light Duties at the several Ports of the United Kingdom - - - - -	-	-	-	631	5	-						
Salary to the Scientific Adviser in Light Experiments -	-	-	-	200	-	-						
Paid to the Office of the Customs' Fund for printed bills of entry, and also for manuscript lists of Ships entering the Port of London, furnished daily - - -	-	-	-	156	-	-						
Charges in relation to Experiments for the improvement of Lights, and models of Machinery - - -	-	-	-	390	11	-						
Advances and Payments made on account of Works connected with the Establishment of the undermentioned Lights, &c.:—												
Floating Light, buoys, &c. in the Bristol Channel; Light first exhibited 18 July 1838 - - - - -												
Lighthouse in Menai Straits; Light first exhibited 28 June 1838 - - - - -												
Lighthouse on the South Bishops Rock; Light first exhibited 14 February 1839 - - - - -												
Lighthouse at St. Catherine's Point - - - - -												
Ditto - on Coquet Island - - - - -				25,268	19	9						
Ditto - on the Maplin Sand - - - - -												
Ditto - at the Entrance of the Avon - - - - -												
Floating Light at the Leman and Ower Sands - - -												
Ditto - at the Kentish Knock - - - - -												
Substitute Floating Light Vessel, on occasions of repairs or casualties - - - - -												
Charges for Committees on inspection of various Lights - - - - -	-	-	-	87	10	10						
Superannuation allowance to the late Collector of Light Duties coastwise in the Port of London - - - -	-	-	-	200	-	-						
Incidental charges on this account:—Postages of letters and carriage of parcels to and from the collectors and agents at the outports, advertisements, stationery, books, printing, stamps, charts, drawings of plans, surveying instruments, petty disbursements for all the collectors at the outports (including new sets of tables and certificates), the office in London, and the general service of this department - - - - -	-	-	-	1,342	2	11½						
				88,988	6	9½						
Deduct:												
Net proceeds of old stores, returned at different times from the various Light Establishments, and sold by order of the Committee for Lights - - - - -	-	-	-	67	19	5						
£.	126,035	13	7½	88,870	7	4½	37,165	6	3½	{ Carried to next page.		

RECEIPT AND APPLICATION OF ALL MONIES RECEIVED AS TOLLS FOR LIGHTHOUSES, &c.—continued.

Duties Collected to the Office of Buoyage and Beaconage.	Gross Amount of Duties.	Commission on Collection.	Net Revenue.	Charges.	Surplus.	Deficiency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For Buoys and Beacons in the channels leading to the River Thames and Port of London, including Loadmanage and Primage, also including the dues formerly returned under the head of "Trinity House Duties from Strangers' Ships,"	10,584 17 4	250 13 7½	10,334 3 8½	5,068 3 10	5,265 19 10½	
For Buoys off Yarmouth	2,292 - 8½	79 12 8½	2,213 7 11½	1,152 2 6	1,060 5 5½	
For Buoys and Beacons in the River Tees	678 14 5	80 1 9	648 12 8	370 5 10	378 6 10	
For Exeter Buoys	196 3 4½	9 17 7½	186 5 9	66 12 2	119 13 7	
For Carmarthen Buoys	69 - 1½	4 12 9	64 7 4½	96 18 7	-	32 11 2½
For Conway Buoys	64 4 1½	4 3 5½	60 - 8½	48 6 2	11 14 6½	—
For Aberdivy Buoys	35 19 7	5 6 7½	30 12 11½	32 9 7	-	1 16 7½
For Woodbridge Beacons, &c.	34 10 -	1 14 5½	32 15 6½	10 - -	22 15 6½	—
£.	13,950 9 7½	386 3 -	13,564 6 7½	6,744 18 8	6,853 15 9½	34 7 10½
Deduct Deficiency - - - - -						
Surplus of Buoyage and Beaconage						
Ditto Light Account - - - - -						
£.						
Deduct Repairs, Insurance, Wages, and Victualling to Engineers and Firemen, Coals and Stores for the "Vestal," and "Beacon" Steam Yachts, their services being applicable to each of the Lighthouses, Buoys, Beacons, &c., but which cannot be apportioned to the respective Establishments						
Salaries and Allowances to the Superintendent, Storekeeper, and Wharfinger, at Blackwall, and Rates, Taxes, Repairs, &c. on the Establishment at that place						
£.						
5,498 5 10						
£.						
38,496 8 4½						

Note.—The surplus of £. 38,496. 8 s. 4½ d. has been applied to the "Charitable and other uses, purposes, and intents for which the said Corporation has been established and maintained."

RECEIPT AND APPLICATION OF ALL MONIES RECEIVED AS TOLLS FOR LIGHTHOUSES, &c.—continued.

Second—Lighthouses transferred or purchased under the said Act of Parliament.

	Gross Amount of Light Duties.		Commission on Collection.		Net Revenue.		Charges of Maintenance.		Surplus.		Deficiency.		
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£. s. d.
Balance remaining on account of the purchase or transfer as per last Account	-	-	-	-	-	-	-	-	-	-	-	-	256,626 9 8½
Heligoland	1,944	7 11	87	- 9½	1,857	7 1½	834	8 7	1,022	18 6½	-	-	-
Bembridge	-	-	-	-	-	-	1,072	9 11	-	-	1,072	9 11	-
Winterton and Orford	11,332	16 -½	416	3 4½	10,916	12 8	1,848	4 6	9,068	8 2	-	-	-
Harwich	10,896	6 2½	390	16 9½	10,505	9 5	626	5 8	9,879	3 9	-	-	-
Dungeness	6,812	12 4½	255	9 11½	6,557	2 4½	676	1 6	5,881	- 10½	-	-	-
Longships	7,570	1 2	316	- 9½	7,254	- 4½	3,155	19 -	4,098	1 4½	-	-	-
Smalls	14,093	17 8½	722	8 4½	13,371	9 4½	1,427	17 6	11,943	11 10½	-	-	-
Hunstanton	477	6 5½	25	1 9½	452	4 8½	531	7 6	-	-	79	2 9½	-
£.	53,127	7 10½	2,213	1 9½	50,914	6 -½	10,172	14 2	41,893	4 7½	1,151	12 8½	-
Surplus £. 40,741 11 10½													-
Charges.													-
£. s. d.													-
2,433 11 9													-
9,607 14 6													-
93 17 4													-
Deduct Charges - - - £. 12,135 3 7													-
Net Surplus - - - - - 28,606 8 3½													-
Balance, carried to next Account - - - £. 227,020 1 4½													-

Compensation for loss paid for the year 1839, to the Collectors of Duties, pursuant to the 29th sec. of Act 6 & 7 Will. 4, c. 79. -
Interest on money produced by the sale of stock and on the balance of money advanced on loan by the Lords Commissioners of Her Majesty's Treasury -
Sundry Law Charges in relation to the contemplated purchase of the Skerries Light

Deduct Charges

Net Surplus

Balance, carried to next Account

LIGHTHOUSES AND LIGHT-VESSELS.

REPORT OF ALTERATIONS and IMPROVEMENTS in the Year 1839.

During the Year 1839, the New Establishments undermentioned have been completed and brought into operation; viz.

Lighthouse on the South Bishop Rock, off St. David's Head, Pembrokeshire. This light was first exhibited on the evening of the 14th February 1839; it is a revolving bright light, and is shown by Argand lamps acting with parabolic reflectors.

Light-vessel between the Leman and Ower Sands, off the coast of Norfolk. This vessel exhibits two bright lights in separate lanterns, the light in the one being fixed, and that in the other revolving. They were first exhibited on the evening of the 20th December 1839, and are shown by Argand lamps and parabolic reflectors.

The improved mode of exhibiting the lights on board of Light-vessels, by the introduction of Argand lamps and parabolic reflectors, has also been adopted, instead of the former less effective apparatus, on board the Light-vessels at the—

Dudgeon Shoal, off the coasts of Lincolnshire and Norfolk; and the

Ower's Shoal, off the coast of Sussex.

At the Flatholm Island Lighthouse, in the Bristol Channel, an apparatus for exhibiting a fixed dioptric light of the first order has been substituted for the Argand lamps and parabolic reflectors previously in use thereat.

BEACON.

On the Monkstone Rock, situated in the last-mentioned Channel, a permanent iron beacon, 59 feet 6 inches in height, has been erected in lieu of the buoy which previously marked the situation of that dangerous rock.

Trinity House, London, }
3 June 1841.

(E. E.)

(signed) J. Herbert, Secretary.

LIGHTHOUSES.

A RETURN of the Receipt and Application of all MONIES received as TOLLS for LIGHTHOUSES, &c. in the Year ending 31 December 1839, by the Corporation of TRINITY HOUSE of DEPTFORD STROUD.

(Pursuant to the Act 6 & 7 Will. 4, c. 79, s. 62.)

Ordered by The House of Commons, to be Printed,
4 June 1841.

370.

Under 1 oz.

NORTHERN LIGHTHOUSES.

ABSTRACT of the RECEIPTS and PAYMENTS on Account of the DUTIES Levied for
the NORTHERN LIGHTS, for the Year 1839.

RECEIPTS :										£.	s.	d.
Net amount of the duties for the year 1839	-	-	-	-	-	-	-	-	-	42,954	13	7
Rent of the stable, &c. behind the office	-	-	-	-	-	-	-	-	-	18	-	-
Rent of houses at Arbroath	-	-	-	-	-	-	-	-	-	7	-	6
Rent of the Isle of May, to Martinmas 1838	-	-	-	-	-	-	-	-	-	21	-	-
Price of property sold to the Dundee and Arbroath Railway Company	-	-	-	-	-	-	-	-	-	294	18	8
Received from the Harbour Grace Commissioners, for plate glass sold to them	-	-	-	-	-	-	-	-	-	9	12	-
Interest allowed by bankers on money deposited with them	-	-	-	-	-	-	-	-	-	636	12	1
Received on account of the rent of the farm of Brough	-	-	-	-	-	-	-	-	-	40	5	11
TOTAL RECEIPTS - - - £.										43,982	2	9
Add Balance on hand at 31st March 1839, per Abstract for 1838	-	-	-	-	-	-	-	-	-	25,821	5	8
TOTAL - - - £.										69,803	8	5
PAYMENTS :												
Shipping establishment	-	-	-	-	-	-	-	-	-	2,535	19	9 ½
Charitable donations to superannuated keepers, &c.	-	-	-	-	-	-	-	-	-	92	16	-
Rents and feu-duties	-	-	-	-	-	-	-	-	-	391	17	-
Commission and postages charged by bankers	-	-	-	-	-	-	-	-	-	131	9	11
Salaries to the Officers of the Establishment; viz.										£.	s.	d.
Engineer	-	-	-	-	-	-	-	-	-	700	-	-
Secretary	-	-	-	-	-	-	-	-	-	500	-	-
Accountant	-	-	-	-	-	-	-	-	-	200	-	-
Clerk of works	-	-	-	-	-	-	-	-	-	150	-	-
Superintendent of lightkeepers	-	-	-	-	-	-	-	-	-	145	-	-
Foreman of lighthouse repairs	-	-	-	-	-	-	-	-	-	110	-	-
Engineer's clerk	-	-	-	-	-	-	-	-	-	100	-	-
Storekeeper	-	-	-	-	-	-	-	-	-	50	-	-
Officer	-	-	-	-	-	-	-	-	-	20	-	-
Porter and house servants	-	-	-	-	-	-	-	-	-	85	10	-
										2,060	10	-
Taxes and expenses of the office	-	-	-	-	-	-	-	-	-	78	19	-
Expenditure on the different Lighthouses; viz.												
1. Inchkeith	-	-	-	-	-	-	-	-	-	467	14	5
2. Isle of May	-	-	-	-	-	-	-	-	-	572	13	3
3. Bell Rock	-	-	-	-	-	-	-	-	-	1,244	6	2
4. Girdleness	-	-	-	-	-	-	-	-	-	713	8	7
5. Buchanness	-	-	-	-	-	-	-	-	-	662	7	11
6. Kinnairdshead	-	-	-	-	-	-	-	-	-	526	10	3 ½
7. Tarbetness	-	-	-	-	-	-	-	-	-	613	11	3
8. Pentland Skerries	-	-	-	-	-	-	-	-	-	1,039	14	4 ½
9. Start Point	-	-	-	-	-	-	-	-	-	365	19	3
Carried forward - - £.										6,206	5	6
										5,291	11	8 ½

	£.	s.	d.	£.	s.	d.
Brought forward - - -	6,206	5	6	5,291	11	8½
PAYMENTS—continued.						
10. Sumburghhead - - - - -	760	14	7½			
11. Dunnethead - - - - -	745	14	11			
12. Cape Wrath - - - - -	771	18	10½			
13. Island Glass - - - - -	461	10	2			
14. Barrahead - - - - -	726	4	10½			
15. Lismore - - - - -	585	4	10½			
16. Rhinns of Islay - - - - -	558	15	6½			
17. Mull of Kintyre - - - - -	479	15	3½			
18. Pladda - - - - -	556	10	5½			
19. Corswall - - - - -	368	-	5½			
20. Mull of Galloway - - - - -	539	6	9			
21. Point of Ayre - - - - -	415	12	-			
22. Calf of Mann (High Station) - - - - -	412	14	1			
23. Ditto (Low Station) - - - - -	446	8	3½			
	£. 14,034	16	8½			
Carr Rock Beacon - - - - -	47	17	9			
Buoys on the Firth of Forth - - - - -	44	7	7	14,127	2	-½
Bills for the half-yearly dinners of the Commissioners - - - - -				175	5	-
Expenses incurred at the storehouse at Leith for freights of stores, &c. - - - - -				36	11	5½
Price of books for the library - - - - -				30	17	6
Travelling charges of a deputation of the Commissioners visiting little Ross Island and lighthouse at the Mull of Galloway - - - - -				188	8	4
A year's interest of the debt of 10,000 l. to Government - - - - -				500	-	-
Addition to the accountant's salary for the years 1837 and 1838, in terms of Minute of the Bell Rock Committee, 18 March 1839 - - - - -				160	-	-
Sum voted to the secretary, per said Minute, for his additional trouble - - - - -				157	10	-
Remitted Henry Lepaute, for a French lamp and carriage - - - - -				36	17	9
Remitted Spottiswood and Robertson, solicitors, per accounts - - - - -				41	-	8
Paid Wilkins & Son, London, for lamp for experiment - - - - -				386	18	7
Miscellaneous expenses, including travelling charges for the engineer and other officers, law expenses, &c. - - - - -				1,379	17	-
Expenditure on New Works; viz.						
Skerrievore - - - - -				13,502	7	8
Skervuil beacon - - - - -				377	11	11
Expense of Portpatrick Harbour light - - - - -				193	12	11
<i>Note.</i> —There was a balance due on this account by the last year's Report - - - - -	£.	s.	d.			
Add the above - - - - -	110	7	2			
	193	12	11			
SUM - - -	£. 304	-	1			
Which has since been received from the Post-office, and will appear in next account.						
TOTAL PAYMENTS - - -	£.			36,585	12	6½
The Total Receipts, as before, page 1 - - - - -				69,803	8	5
— Payments, as above - - - - -				36,585	12	6½
BALANCE - - -	£.			33,217	15	10½

REPORT of the ALTERATIONS and IMPROVEMENTS made in the Year 1839.

1. THE progress of the works of Skerrievore Lighthouse, laying 12 miles off the nearest land of Argyleshire, may be stated as follows:—The foundation of the lighthouse tower has been brought to a general level, and the artificers' barrack erected upon the rock. In the work-yard at the island of Tyree, the three lower courses of the lighthouse have been dressed, and laid on the platform, ready for shipment to the rock. A landing pier has been extended 60 feet seaward from the work-yard, for the use of the craft employed in the lighthouse works; barracks have also been erected for the artificers ashore. Extensive preparations have been made at the Duke of Argyle's granite quarries in the island of Mull, where a landing pier has been built, and barracks erected; an inclined plane formed, with the necessary apparatus for lowering and shipping large materials.

2. A beacon of masonry has been erected on the sunk rock called Skervuil, in the Sound of Jura, in Argyleshire.

3. The new revolving machinery and reflector frame, fitted with 21 reflectors, have been set up in the Bell Rock Lighthouse.

4. In consequence of the damage done to the new lighthouse of Portpatrick by a heavy gale on the 7th January 1839, the old lighthouse has been refitted, and the light removed to that building.

5. Repairs have been made upon the buildings, light-room apparatus, the landing wharfs and roads at the various lighthouse stations on the coast.

Presented to Parliament in terms of the Act of the 6 & 7 Will. IV. c. 79, s. 62.

By order of the Commissioners of the Northern Lighthouses,

Edinburgh, 18 November 1840.

C. Cunningham, Secretary.

Claud Russell, Accountant.

NORTHERN LIGHTHOUSES.

ABSTRACT ACCOUNTS AND REPORT,

NORTHERN LIGHTS,

FOR THE YEAR 1839,

(Pursuant to Act 6 & 7 Will. 4, c. 79, s. 62.)

*Ordered, by The House of Commons, to be Printed,
9 February 1841.*

MERCHANT SEAMEN.

AN ACCOUNT of the INCOME and EXPENDITURE of the President and Governors of the Corporation for Relief of Seamen in the MERCHANT SERVICE, their Widows and Children, at the Port of *London*, and the various Out-ports under their Management, pursuant to the 20 Geo. 2, c. 38, and 4 & 5 Will. 4, c. 52, from 1 January 1840 to 31 December 1840, inclusive.

Also, AN ACCOUNT of the INCOME and EXPENDITURE of the Trustees for the Relief of Seamen in the MERCHANT SERVICE, their Widows and Children, appointed at the Out-ports of the United Kingdom, pursuant to Act 4 & 5 Will. 4, c. 52, from 1 January to 31 December 1840, extracted from the Returns made to the President and Governors for the Relief of Seamen, &c. pursuant to the before-mentioned Act.

Ordered, by The House of Commons, to be Printed,
3 May 1841.

INCOME AND EXPENDITURE OF THE CORPORATION

AN ACCOUNT of the INCOME and EXPENDITURE of the President and Governors of the Corporation for Relief of Seamen in the MERCHANT SERVICE, their Widows and Children, at the Port of London, and the various Out-ports under their Management, pursuant to 20 Geo. 2, c. 38, and 4 & 5 Will. 4, c. 52, from 1st January 1840 to 31st December 1840, inclusive.

INCOME.

EXPENDITURE.

Port of	DUTIES.	Dead Men's Wages.	Legacy.	Interest on Capital.	TOTAL RECEIPTS.	PENSIONS.	Temporary Relief.	Seamen's Hospital Society.	Expenses attending the Management.	TOTAL EXPENDITURE.	Port of
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
London	10,016 7 -	222 16 3	10 - -	1,980 - -	12,299 3 3	8,787 - -	1,234 13 6	492 14 1	1,432 11 4	11,946 18 11	London.
Aberystwith	238 17 2	- - -	- - -	- - -	238 17 2	310 7 6	21 13 -	- - -	27 15 -	359 15 6	Aberystwith.
Aldborough	46 9 6	- - -	- - -	- - -	46 9 6	45 2 6	4 10 -	- - -	6 7 1	55 19 7	Aldborough.
Beaumaris	246 19 9	- - -	- - -	- - -	246 19 9	70 - - -	73 18 -	- - -	32 1 1	175 19 1	Beaumaris.
Bridport and Lyme	102 1 6	- - -	- - -	- - -	102 1 6	84 2 6	8 10 -	- - -	11 5 3	103 17 9	Bridport and Lyme.
Boness	211 1 5	- - -	- - -	- - -	211 1 5	62 17 6	5 10 -	- - -	26 13 11	95 1 5	Boness.
Baltimore	41 11 2	- - -	- - -	- - -	41 11 2	22 - - -	- - -	- - -	4 8 11	26 8 11	Baltimore.
Carnarvon	122 13 10	- - -	- - -	- - -	122 13 10	281 15 -	50 11 -	- - -	18 3 10	350 9 10	Carnarvon.
Chester, 1839 & 1840	115 18 6	- - -	- - -	- - -	115 18 6	30 10 -	8 13 -	- - -	16 12 3	55 15 3	Chester.
Chichester	58 18 5	- - -	- - -	- - -	58 18 5	27 15 -	4 10 -	- - -	7 5 8	39 10 8	Chichester.
Cowes	133 14 5	- - -	- - -	- - -	133 14 5	184 13 3	8 10 -	- - -	13 10 9	206 14 -	Cowes.
Coleraine	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	Coleraine.
Chepstow	40 17 5	- - -	- - -	- - -	40 17 5	12 - - -	3 12 -	- - -	4 2 9	19 14 9	Chepstow.
Deal	12 19 -	- - -	- - -	- - -	12 19 -	2 10 -	- - -	- - -	1 6 -	3 16 -	Deal.
Dublin	686 5 2	- - -	- - -	- - -	686 5 2	258 - 10	94 8 6	- - -	64 2 -	416 11 4	Dublin.
Dundalk	33 7 9	- - -	- - -	- - -	33 7 9	11 2 6	5 17 -	- - -	3 8 1	20 7 7	Dundalk.
Faversham	126 4 10	- - -	- - -	- - -	126 4 10	35 5 -	25 15 -	- - -	13 11 1	74 11 1	Faversham.
Fleetwood	201 - 3	- - -	- - -	- - -	201 - 3	122 5 -	16 4 -	- - -	35 19 8	174 8 8	Fleetwood.
Gloucester	72 14 10	- - -	- - -	- - -	72 14 10	13 15 -	11 19 4	- - -	9 12 9	35 7 1	Gloucester.
Gweek	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	Gweek.
Galway, 1839 & 1840	51 4 3	- - -	- - -	- - -	51 4 3	- - -	1 - -	- - -	6 10 6	7 10 6	Galway.
Grangemouth	146 16 9	- - -	- - -	- - -	146 16 9	36 5 -	4 4 -	- - -	15 5 11	55 14 11	Grangemouth.
Harwich	174 15 2	- - -	- - -	- - -	174 15 2	87 10 -	24 3 -	- - -	31 - 1	142 13 1	Harwich.
Inverness	239 14 2	- - -	- - -	- - -	239 14 2	56 12 6	28 14 6	- - -	27 7 5	112 14 5	Inverness.
Kirkcudbright	121 - 2	- - -	- - -	- - -	121 - 2	33 10 -	10 3 -	- - -	13 11 3	57 4 3	Kirkcudbright.
Kirkaldy	252 2 6	- - -	- - -	- - -	252 2 6	109 2 6	27 15 -	- - -	23 14 10	160 12 4	Kirkaldy.
Llanelly	157 7 8	- - -	- - -	- - -	157 7 8	148 15 -	4 4 -	- - -	19 4 1	172 3 1	Llanelly.
Maldon	189 4 9	- - -	- - -	- - -	189 4 9	30 7 6	29 7 -	- - -	20 7 7	80 2 1	Maldon.
Newry	158 - 7	- - -	- - -	- - -	158 - 7	205 7 6	24 11 -	- - -	20 14 8	250 13 2	Newry.

	Rochester.	Remagate.	Silly.	Sligo.	Sternoway.	Stranraer.	Woodbridge.	Waterford.	Wick and Thurso.	Wigtown.
102 15 4	41 1 3	46 9 9	18 1 1	21 12 6	25 0 10	34 9 7	88 9 5	209 17 3	46 8 1	75 17 -
119 17 10	14 17 9	18 16 7	5 15 -	4 19 4	6 12 1	8 19 5	41 8 3	4 13 1	15 17 6	2,017 19 -
84 3 5	10 15 4	15 2 -	2 12 6	11 2 6	4 10 -	13 7 6	0 15 -	26 4 -	4 10 -	10 2 -
48 19 5	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
45 10 8	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
48 10 -	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
76 9 7	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
418 17 1	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
43 11 6	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
145 18 2	102 15 4	119 17 10	84 3 5	48 19 5	45 10 8	48 10 -	76 9 7	418 17 1	43 11 6	145 18 2
£. 15,133 - 11	222 16 3	10 - -	1,980 - -	17,345 17 2	11,456 6 7	1,832 7 4	492 14 1	2,017 19 -	15,828 7 -	

A GENERAL ACCOUNT of the Receipts and Payments of the Corporation for Relief of Seamen in the Merchant Service, their Widows and Children, for the Year 1840.

RECEIVED:	PAID:	£. s. d.	£. s. d.
Balance from 1839 - - - - -	Pension to London Pensioners - - - - -	8,787 - -	8,787 - -
Ditto Out-ports Accounts - - - - -	Ditto to Out-ports Pensioners (1839) - - - - -	2,004 7 6	2,004 7 6
	Temporary relief, at London - - - - -	1,334 13 6	1,334 13 6
Duties from London vessels - - - - -	Ditto at Out-ports (1839) - - - - -	481 13 -	481 13 -
	Seamen's Hospital Society - - - - -	492 14 1	492 14 1
Ditto from Out-ports vessels (1839) - - - - -	Consolidated 3 per Cent. Bank Annuities for 1,000 l. purchased at 90 $\frac{1}{2}$ per cent. - - - - -	902 10 -	902 10 -
Dead men's wages, forfeited - - - - -	Charge of management at Out-ports (1839) - - - - -	592 12 6	592 12 6
Interest - - - - -	Ditto, at London - - - - -	1,432 11 4	1,432 11 4
Legacy of Sir Thomas B. Mash - - - - -	Premium for lease of house, and expended for repairs - - - - -	1,498 19 -	1,498 19 -
		17,517 - 11	17,517 - 11
	Balance - - - - -	Cash £. 1,390 9 11	
	Ditto Out-ports Accounts - - - - -	436 14 8	
		£. 19,244 5 6	£. 19,244 5 6

William W. Mason,
Secretary.

AN ACCOUNT of the Income and Expenditure of the Trustees for the Relief of Seamen in the Merchant Service, their Widows and Children, appointed at the following Out-ports of the United Kingdom, pursuant to the 4 & 5 WILL 4, c. 52, from 1 January to 31 December 1840, extracted from the Returns made to the President and Governors for the Relief of Seamen, &c., pursuant to the before-mentioned Act.

EXPENDITURE

INCOME

Port of	Balance from 1839.	Duties.	Dead Men's Wages.	Interest on Capital.	Sale of Stock.	Benefactions and Forfeitures.	Total Income.	Pensions.	Temporary Relief.	Expenses of Management.	Invested.	Balance due to Treasurer.	Balance remaining.	Total.	Port of
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Aberdeen.	3,351 18 7	1,130 5 4	2 8 1	138 11 8	-	-	4,623 3 8	626 10 -	125 5 11	138 10 8	-	-	3,732 17 1	4,623 3 8	Aberdeen.
Alba.	349 15 10	349 15 10	-	43 2 5	-	-	392 18 3	150 14 6	24 9 9	41 4 5	-	-	166 18 -	216 8 8	Alba.
Arundel.	150 19 1	55 5 10	-	39 12 4	-	-	245 7 3	55 10 -	7 -	16 9 3	-	-	315 8 -	245 17 3	Arundel.
Ayr.	384 6 5	70 10 3	-	10 2 3	-	-	364 18 11	19 -	24 19 6	5 11 4	-	-	962 6 2	364 18 11	Ayr.
Banff.	802 11 1	201 10 5	-	32 -	-	-	1,036 1 6	21 15 -	31 9 6	20 10 10	-	-	158 19 -	1,036 1 6	Banff.
Barnmouth.	132 18 9	83 8 8	-	12 5 -	-	-	228 12 5	60 14 -	2 -	6 19 4	-	-	12 11 6	228 12 5	Barnmouth.
Barnstaple.	5 10 3	73 -	-	4 10 -	-	-	83 -	53 -	7 12 -	9 16 9	-	-	1,404 16 9	83 -	Barnstaple.
Belfast.	1,664 -	845 19 8	-	52 7 7	-	-	2,562 7 4	496 2 6	81 9 -	49 19 1	-	-	429 6 5	2,562 7 4	Belfast.
Berwick-on-Tweed.	382 14 11	175 5 4	-	71 13 6	-	-	569 13 9	113 10 -	- 18 -	25 19 4	-	-	1,404 16 9	569 13 9	Berwick-on-Tweed.
Bideford.	294 5 2	231 4 6	-	28 15 -	-	-	524 4 8	168 3 -	103 8 3	34 9 4	-	-	248 4 1	524 4 8	Bideford.
Boston.	366 35 6	212 11 1	-	-	-	-	479 6 7	68 16 -	31 16 3	12 17 8	-	-	365 16 8	479 6 7	Boston.
Brigwater.	23 5 10	191 18 5	-	6 16 3	-	-	222 -	101 2 -	49 10 -	6 11 9	-	-	64 16 9	222 -	Brigwater.
Bristol.	922 19 10	2 16 10	-	444 -	-	-	1,369 16 8	1,018 17 6	44 2 -	115 7 4	-	-	191 9 10	1,369 16 8	Bristol.
Campbellton.	204 5 -	49 10 6	-	-	-	-	253 15 6	-	2 6 -	2 19 6	-	-	248 10 -	253 15 6	Campbellton.
Cardiff.	14 9 5	137 9 2	-	12 1 2	-	B. 5 -	533 4 1	64 18 6	3 7 6	29 12 4	376 5 6	-	59 -	533 4 1	Cardiff.
Cardigan.	339 9 9	395 18 10	-	20 16 -	-	-	756 4 7	327 15 11	51 -	37 13 7	-	-	339 15 1	756 4 7	Cardigan.
Cardinal.	339 17 6	79 9 3	-	5 18 11	-	-	425 5 8	42 12 6	22 13 6	42 12 6	-	-	359 19 8	425 5 8	Cardinal.
Clay.	224 15 4	125 1 8	-	12 3 7	-	-	362 -	47 9 8	11 9 6	14 14 5	-	-	288 7 4	362 -	Clay.
Clyde Ports.	661 1 5	2,842 11 1	8 10 7	371 12 10	-	-	3,222 14 6	1,884 6 -	143 7 4	227 12 4	-	-	825 19 5	3,222 14 6	Clyde Ports.
Colchester.	661 1 5	222 15 11	-	42 19 1	-	-	883 17 4	86 2 -	37 4 11	20 13 -	-	-	1,264 4 10	883 17 4	Colchester.
Cork.	1,080 9 4	664 6 9	-	-	-	-	1,797 15 2	86 2 -	342 7 6	105 - 10	-	-	25 17 6	1,797 15 2	Cork.
Dartmouth.	707 1 1	707 1 1	-	27 -	-	-	734 1 1	533 2 -	54 11 8	81 14 -	-	38 15 11	199 10 3	734 1 1	Dartmouth.
Dover.	151 13 9	127 6 11	-	67 8 3	-	-	346 8 11	70 10 -	50 18 -	15 2 5	10 8 8	-	52 3 11	346 8 11	Dover.
Drogheda.	551 9 10	135 4 7	-	-	-	-	135 4 7	-	71 3 -	11 17 8	-	-	709 19 5	135 4 7	Drogheda.
Dunferries.	210 16 6	214 6 8	-	6 5 10	-	-	763 16 6	23 16 3	5 15 -	24 5 10	-	-	269 12 3	763 16 6	Dunferries.
Dunbar.	4,378 6 1	63 15 5	-	183 13 2	-	-	280 17 9	300 5 6	2 4 -	9 1 6	-	-	5,025 5 2	280 17 9	Dunbar.
Dundee.	74 3 2	1,140 4 4	-	38 16 8	-	-	5,702 3 7	399 10 -	182 17 7	193 15 4	-	-	97 6 3	5,702 3 7	Dundee.
Exeter.	17 14 -	239 - 5	-	19 10 -	-	-	322 19 5	222 1 2	22 6 3	35 18 9	-	-	42 13 3	322 19 5	Exeter.
Falmouth.	56 4 11	399 5 4	-	19 10 -	-	F. 1 -	375 -	115 18 9	59 12 9	30 10 6	88 15 -	-	80 3 3	375 -	Falmouth.
Fowey.	-	1,529 15 10	4 2 1	-	-	F. 3 11 3	1,537 9 2	1,363 13 -	23 15 -	101 3 2	-	-	48 18 -	1,537 9 2	Fowey.
Hull.	271 15 7	75 10 5	-	30 12 2	-	-	377 18 2	37 16 -	4 10 -	8 4 4	-	-	327 7 10	377 18 2	Hull.
Ilfracombe.	190 4 4	241 2 5	-	11 10 5	-	-	442 17 2	232 13 -	24 18 6	22 9 10	-	-	162 15 10	442 17 2	Ilfracombe.
Ipswich.	1,027 14 11	261 10 2	-	36 4 2	-	-	1,325 9 4	76 18 6	17 14 10	14 2 4	-	-	1,216 13 7	1,325 9 4	Ipswich.
Irvine.	591 5 8	164 15 1	-	12 18 4	-	-	768 19 1	-	62 13 6	20 9 -	-	-	685 16 7	768 19 1	Irvine.
Kirkwall.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kirkwall.

Lancaster.	Liverpool.	Loos.	Lynn Regis.	Leith.	Lerwick.	Limerick (1839.)	Limerick (1840.)	Londonderry.	Minehead.	Milford.	Montrose.	Newcastle.	Newhaven.	Newport.	Padstow.	Penance.	Perth.	Plymouth.	Poole.	Portsmouth.	Prilhall.	Rye.	Scarborough.	Shoreham.	Southampton.	Southwold.	Stockton.	Sunderland.	Swansea.	St. Ives.	Truro.	Ulverstone.	Wells.	Weymouth.	Wexford.	Whitby.	Whitehaven.	Wimbeach.	Yarmouth.
2,002 14 1	4,344 14 6	161 6	35 9 9	2,336 3 2	987 1 9	270 6 7	318 4 9	279 9 6	50 15 8	14 2 2	292 6 3	1,000 18 1	472 2 2	224 15 2	729 9 10	35 3 9	192 5 10	1,020 7 2	2,640 4 9	433 18 4	110 2 84	331 5 6	49 17 74	121 17 4	134 19 7	754 6	290 11 4	701 15	86 9 2	1,022 15 4	121 17 4	311 11 9	237 18 2	290 11 4	701 15	86 9 2	1,022 15 4		
122 8 1	20 6 6	322 5	502 11	210 10 5	123 7 10	180 6 2	78 14 10	46 16 2	268 7 2	547 18 7	3,801	169	185 14 4	71 17 1	194 16 10	549 18	246 17 3	257 18 1	312 16 10	132 8 11	476 11 4	86 6 7	181 9 4	65 5 10	752 6 1	2,336 18 11	240 8 7	298 13 4	88 6 6	56 9 11	119 11 5	311 11 9	237 18 2	713 18 4	1,270 17 9	159 12 9	648 2 6		
19 17 3	1,852	4 5 8	96 7 9	34 8 1	18 6	1 18 6	81 8 5	131 9 5	15 1 9	4 7 10	22 13 2	68 13 6	4 10	48	30	52 9 6	4 5 3	92 1 4	87 13 5	14 10 8	50 14	11 8 11	4 3 74	9 12 6	11 10 6	16 8	89	73 12 10	16 4 4	55 3 5	11 8 11	4 3 74	9 12 6	11 10 6	16 8	89	73 12 10	16 4 4	55 3 5
153 2 6	8,260 14 11	142 14 7	246 10 8	2,934 11 10	1,232 3	393 14 5	498 10 11	358 4 4	99 10 4	282 9 4	921 13 3	4,933 7 11	655 4	424 17 4	946 19 10	825 13 7	351 7 3	308 8 1	387 4 6	304 1 5	637 6 4	258 3 11	191 18 1	261 16 11	1,864 14 7	5,537 18 4	693 7 7	459	431	110 11 2	251 1 3	458 1 10	1,008 4 10	1,127 3 2	2,047 2 7	262 6 3	1,726 1 3		
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2 - 2	61 1 4	129 8	7 19	45 18	17 2	4 17 6	1 6	43 4 6	102 7	383 8	41 17 6	37 18	6 2	14 17 6	77 15 6	21 10	60 13 3	59 8	29 8	14 17 6	6 8	9 1 10	6 -	59 19 6	94 8 6	148 16 1	20 4 6	98 16 3	34 12	26 2 9	14 -	49 11	3 2 6	50 16 6	66 12 9	23 5	51 11 6	630 3 6	
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134 9	4,858 6 6	15 18 6	198 8 9	2,934 11 10	60 2 6	393 14 5	498 10 11	40 10	36 8	208 17 6	63 11	3,346 5	30 15	110 15 9	57 11 6	524 12	344 8 8	224 16 9	191 14 2	70 3 8	448 8	51 16	153	15 4	486 6 6	1,576 9	147 12 6	144 4	34 12	26 2 9	14 10	19 6	39 2 6	747 3	1,024 5	53 9 10	630 3 6		
153 2 6	8,260 14 11	142 14 7	246 10 8	2,934 11 10	1,232 3	393 14 5	498 10 11	358 4 4	99 10 4	282 9 4	921 13 3	4,933 7 11	655 4	424 17 4	946 19 10	825 13 7	351 7 3	308 8 1	387 4 6	304 1 5	637 6 4	258 3 11	191 18 1	261 16 11	1,864 14 7	5,537 18 4	693 7 7	459	431	110 11 2	251 1 3	458 1 10	1,008 4 10	1,127 3 2	2,047 2 7	262 6 3	1,726 1 3		
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134 9	4,858 6 6	15 18 6	198 8 9	2,934 11 10	60 2 6	393 14 5	498 10 11	40 10	36 8	208 17 6	63 11	3,346 5	30 15	110 15 9	57 11 6	524 12	344 8 8	224 16 9	191 14 2	70 3 8	448 8	51 16	153	15 4	486 6 6	1,576 9	147 12 6	144 4	34 12	26 2 9	14 10	19 6	39 2 6	747 3	1,024 5	53 9 10	630 3 6		
153 2 6	8,260 14 11	142 14 7	246 10 8	2,934 11 10	1,232 3	393 14 5	498 10 11	358 4 4	99 10 4	282 9 4	921 13 3	4,933 7 11	655 4	424 17 4	946 19 10	825 13 7	351 7 3	308 8 1	387 4 6	304 1 5	6																		

MERCHANT SEAMEN.

**AN ACCOUNT of the INCOME and EXPENDITURE
of the Corporation for the Relief of Seamen in
the MERCHANT SERVICE, from 1 January to
31 December 1840, &c.**

(Pursuant to Act 4 & 5 WILL. 4, c. 52.)

*Ordered, by The House of Commons, to be Printed,
3 May 1841.*

289.

Under 1 oz.

HOPS.—MALT.—BREWERS.

RETURNS to several Orders of the Honourable The House of Commons,
dated 27 January 1841;—*for*,

— 1. —

ACCOUNTS of the Total Number of ACRES of LAND in *Great Britain* under the Cultivation of Hops in the Year 1840; distinguishing the Number of ACRES in each Parish:—Of the DUTY on Hops of the Growth of the Year 1840; distinguishing the Districts, and the Old from the New Duty:—Of the Quantity of Hops Exported from *Great Britain* to Foreign Countries, from the 5th day of January 1840 to the 5th day of January 1841; distinguishing the Countries to which the same have been exported, and also the Quantities to each Country; also British from Foreign Growths, and the Dates of the Years in which the BRITISH HOPS were Grown:—Of the Quantity of FOREIGN HOPS Imported into the *United Kingdom*, from the 5th day of January 1840 to the 5th day of January 1841; distinguishing the Ports where Imported, and the Countries from whence Exported.

— 2. —

AN ACCOUNT of the Total Number of QUARTERS of MALT made between the 5th day of January 1840 and the 5th day of January 1841, in the *United Kingdom*; distinguishing the Quantity made in each Country, and the Quantity used by Brewers and Victuallers, and Retail Brewers,

— 3. —

AN ACCOUNT of the Number of PERSONS in each of the several COLLECTIONS in the *United Kingdom* licensed as "BREWERS," "VICTUALLERS," "to sell BEER to be drunk on the PREMISES," and "to sell BEER not to be drunk on the PREMISES;" stating the Number of each Class who brew their own Beer, and the Quantity of MALT consumed by them, particularizing each Class in each Collection, from the 5th day of January 1840 to the 5th day of January 1841.

(*Sir Matthew Wood.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

1.—HOPS.

AN ACCOUNT of the Total Number of ACRES of LAND in *Great Britain* under the cultivation of Hops, in the Year 1840; distinguishing the Number of ACRES in each Parish.

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Burnstaple	Landcross	2 $\frac{1}{2}$	Canterbury— <i>continued.</i>	Eastry	7
	Littleham	2 $\frac{1}{2}$		Eastwell	18
	Miltondamarrel	1 $\frac{1}{2}$		Ebony	33
	Monkleigh	2 $\frac{1}{2}$		Egerton	149 $\frac{1}{2}$
	Ware Gifford	1 $\frac{1}{2}$		Elham	42 $\frac{1}{2}$
TOTAL		7		Elmsted	40 $\frac{1}{2}$
Bath	Marshfield	2 $\frac{1}{2}$		Elmstone	15 $\frac{1}{2}$
				Ewell	20
Bedford	Finingfield	1		Faversham	21 $\frac{1}{2}$
	Great Saling	6		Folkstone	2 $\frac{1}{2}$
	Stebbing	1 $\frac{1}{2}$		Fordwich	23
TOTAL		7 $\frac{1}{2}$		Frittenden	239
Cambridge	Brinkley	2		Godmersham	19 $\frac{1}{2}$
	Little Chesterford	2		Goudhurst	251
	TOTAL	4		Goodnestone	55
Canterbury	Acrise	10 $\frac{1}{2}$		Great Chart	78 $\frac{1}{2}$
	Adisham	53 $\frac{1}{2}$		Halden	70
	Aldington	67		Ham	1
	Alkham	10 $\frac{1}{2}$		Harbledown	101
	Appledore	16 $\frac{1}{2}$		Hardres, Lower	117
	Ash	77 $\frac{1}{2}$		Hardres, Upper	57 $\frac{1}{2}$
	Ashford	6 $\frac{1}{2}$		Hasting Leigh	25
	Baddlesmere	11 $\frac{1}{2}$		Hawkhurst	365
	Barham	20 $\frac{1}{2}$		Headcorn	152
	Beakbourne	71 $\frac{1}{2}$		Herne	70
	Benenden	452		Hernehill	70
	Bethersden	76 $\frac{1}{2}$		Hinxhill	20
	Biddenden	206		Hoath	7
	Bilsington	39		Horsmonden	264
	Bishopsbourne	55		Hethfield	19 $\frac{1}{2}$
	Blean	30 $\frac{1}{2}$		Hurst	19
	Bodiam	84		Ickham	69
	Bonnington	14		Kenardington	17
	Boughton Alluph	54 $\frac{1}{2}$		Kennington	19
	Boughton under Blean.	211		Kingsnorth	94 $\frac{1}{2}$
	Brabourne	121		Kingston	28 $\frac{1}{2}$
	Brenchley	35		Lenham	2
	Bridge	101 $\frac{1}{2}$		Leveland	13
	Brook	18		Littlebourne	15
	Burcholt	5		Little Chart	25
	Chaitham	154		Luddenham	5
	Challock	2 $\frac{1}{2}$		Lyminge	32 $\frac{1}{2}$
	Charing	83 $\frac{1}{2}$		Lympne	20
	Cheriton	2	Maidstone	Maidstone	2
	Chilham	126 $\frac{1}{2}$		Marden	409
	Chislelett	8		Mersham	24
	Cranbrook	846		Milton	9
	Crundale	32		Moldash	47 $\frac{1}{2}$
	Davington	3		Mongeham, Great	8
	Denton	2 $\frac{1}{2}$		Mongeham, Little	7 $\frac{1}{2}$
	Dunkirk (Ville)	30 $\frac{1}{2}$		Monkshorton	5 $\frac{1}{2}$
				Murston	21 $\frac{1}{2}$
				Nackington	56
				Newington	2 $\frac{1}{2}$
				Newnham	7
				Nonington	26 $\frac{1}{2}$
				Northborne	14 $\frac{1}{2}$
				Norton	13
				Orleston	17
				Ospringe	42

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Canterbury— <i>continued.</i>	Pastling -	2	Derby -	Kirklington -	5
	Patrixbourne -	29		Rufford -	21
	Petham -	123		Southwell -	79
	Pluckley -	121 $\frac{1}{2}$		TOTAL -	105
	Preston -	34 $\frac{1}{2}$			
	Ripple -	3	Dorset -	Dewlish -	3
	Rolvenden -	285		Gillingham -	3
	Rucking -	18		Milborne St. Andrew	16
	St. Cosmus -	8		West Tisbury -	21 $\frac{1}{2}$
	St. Dunstan's -	11 $\frac{1}{2}$		TOTAL -	43 $\frac{1}{2}$
	St. Mary Breiden -	127 $\frac{1}{2}$	Essex -	Alphamstone -	2
	St. Mildred's -	46 $\frac{1}{2}$		Bardfield -	1
	St. Paul's -	70		Beckingham -	5 $\frac{1}{2}$
	St. Stephen's -	20 $\frac{1}{2}$		Bocking -	8
	Salehurst -	85		Burnham -	1
	Saltwood -	2 $\frac{1}{2}$		Castle Hedingham	22 $\frac{1}{2}$
	Sandhurst -	10		Colne Engain -	8 $\frac{1}{2}$
	Selling -	202 $\frac{1}{2}$		Earl's Colne -	4
	Sellinge -	8 $\frac{1}{2}$		Finchingfield -	11 $\frac{1}{2}$
	Sevington -	5		Gestingthorpe -	1
	Shaddoxhurst -	11		Goldhanger -	2
	Sheldwich -	11		Great Maplestead -	3 $\frac{1}{2}$
	Smarden -	125		Great Saling -	2 $\frac{1}{2}$
	Smeth -	10 $\frac{1}{2}$		Halstead -	32 $\frac{1}{2}$
	Stanford -	7		Panfield -	13
	Staple -	20		Paglesham -	2
	Staplehurst -	225		Shalford -	14
	Stelling -	16 $\frac{1}{2}$		Stisted -	6
	Stone -	83		Sible Hedingham -	11 $\frac{1}{2}$
	Stourmouth -	16		Twinstead -	2
	Stouting -	21 $\frac{1}{2}$		Weatherfield -	59 $\frac{1}{2}$
	Sturry -	75 $\frac{1}{2}$		TOTAL -	213 $\frac{1}{2}$
	Sutton -	17			
	Swinfield -	8 $\frac{1}{2}$	Gloucester -	Eldersfield -	4
	Tenterden -	355		Kneesall -	11 $\frac{1}{2}$
	Thannington -	62 $\frac{1}{2}$			
	Throwley -	44	Grantham -	Albury -	1 $\frac{1}{2}$
	Tilmanstone -	9 $\frac{1}{2}$		Aldershot -	17
	Uilcomb -	2		Ash -	1 $\frac{1}{2}$
	Waltham -	64 $\frac{1}{2}$		Barlavington -	2
	Warehorn -	10		Binstead -	3
	Westbere -	11 $\frac{1}{2}$		Bramshott -	27 $\frac{1}{2}$
	Westwell -	39		Buriton -	5
	Whitstable -	3		Cocking -	1 $\frac{1}{2}$
	Wickham -	5 $\frac{1}{2}$		Crondall -	178 $\frac{1}{2}$
	Willsborough -	9		Dockenfield -	8
	Wingham -	127 $\frac{1}{2}$		Eastmeon -	27 $\frac{1}{2}$
	Wittersham -	190		Elstead -	4 $\frac{1}{2}$
	Woodchurch -	91		Farnham -	941 $\frac{1}{2}$
	Woodnesboro' -	77 $\frac{1}{2}$			
	Wootton -	2 $\frac{1}{2}$			
	Wye -	39 $\frac{1}{2}$			
	Womanswold -	3			
	Yalding -	29			
	TOTAL -	9,566 $\frac{1}{2}$			
Chester -	Ruabon -	1 $\frac{1}{2}$			
Cornwall -	Manaccan -	1 $\frac{1}{2}$			
	Phillieg -	1 $\frac{1}{2}$			
	Probus -	1 $\frac{1}{2}$			
	Ruan Lanhorne -	1 $\frac{1}{2}$			
	St. Anthony -	1 $\frac{1}{2}$			
	St. Kiverne -	1			
	TOTAL -	3 $\frac{1}{2}$			

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Hants— <i>continued.</i>	Frensham - -	33 $\frac{1}{2}$	Hereford— <i>continued.</i>	Edvin Leach - -	16
	Froxfield - -	6		Edvin Ralph - -	60
	Hawkey - -	32		Evesbatch - -	38 $\frac{1}{2}$
	Headley - -	17 $\frac{1}{2}$		Ewyasbarrold - -	7
	Holy Trinity - -	7 $\frac{1}{2}$		Eye - -	59
	Kingsley - -	5		Eyton - -	24
	Liss - -	5 $\frac{1}{2}$		Foard - -	12
	Lurgashall - -	8		Fownhops - -	11
	Petworth - -	- $\frac{1}{2}$		Fulton - -	48
	Priors dean - -	8		Greet - -	12
	Puttenham - -	6		Grendon Bishop - -	96
	Rogate - -	- $\frac{1}{2}$		Grendon Warren - -	30
	Seal - -	46 $\frac{1}{2}$		Hampton Wafer - -	16
	Steep - -	69 $\frac{1}{2}$		Hatfield - -	68
	Stoke - -	3		Holmer - -	22
	Tillington - -	- $\frac{1}{2}$		Hom Lacy - -	53
	Wonborough - -	34		Hope - -	120
	Worplesdon - -	4 $\frac{1}{2}$		Humber - -	60
	TOTAL - -	1,506 $\frac{1}{2}$		Kilpeck - -	2 $\frac{1}{2}$
Hereford -	Acornbury - -	7		Kimbolton - -	122
	Acton Beauchamp - -	98		Kingsland - -	116
	Allensmoor - -	1		King's Pion - -	40
	Amberley - -	7		Kyre - -	19
	Amesbury - -	13		Laysters - -	107
	Ashperton - -	34		Ledbury - -	90
	Avenbury - -	243		Leominster - -	250
	Ayleton - -	12 $\frac{1}{2}$		Lindridge - -	244
	Ballingham - -	5		Little Cowarn - -	50
	Birley - -	31		Little Hereford - -	70
	Bishop's Frome - -	299		Little March - -	19 $\frac{1}{2}$
	Bishop's Stone - -	1		Lucton - -	3
	Bockleton - -	112		Lugwardine - -	16 $\frac{1}{2}$
	Bodenham - -	190 $\frac{1}{2}$		Madley - -	1
	Bosbury - -	167		Mamble - -	7
	Boulstone - -	4		Mansil Gammage - -	21
	Bridonbury - -	26		Mansil Lacy - -	3
	Brimfield - -	51		Marden - -	78 $\frac{1}{2}$
	Brinsop - -	22		Mathan - -	114
	Bromyard - -	416		Middleton - -	132
	Bullingham - -	6		Monkland - -	23
	Burford - -	123		Mordiford - -	27
	Burghill - -	65		Moreton Jefferies - -	7
	Byton - -	4		Moreton Lagg - -	12
	Callow - -	49		Much Cowarn - -	207
	Cannonfroome - -	37		Much Dewchurch - -	2
	Cannon Pion - -	121		Much March - -	21
	Castlefroome - -	90		Munsley - -	22 $\frac{1}{2}$
	Clethonger - -	5		Neen Sollers - -	3
	Coddington - -	16		Norton - -	8
	Collington - -	52		Norton Cannon - -	20
	Colwall - -	43 $\frac{1}{2}$		Oclepitchard - -	64 $\frac{1}{2}$
	Cradley - -	170		Orleton - -	29
	Croft - -	40		Pembridge - -	100
	Dewshall - -	16		Pencombe - -	212
	Dilwyn - -	87		Pipe and Lyde - -	38 $\frac{1}{2}$
	Dineder - -	2 $\frac{1}{2}$		Pixley - -	27 $\frac{1}{2}$
	Docklow - -	66		Preston - -	7
	Dormington - -	54		Puddleston - -	62
	Eardisland - -	56		Richard's Castle - -	30
	Eastham - -	277		Rochford - -	52
				St. John's - -	8
				St. Martin's - -	13 $\frac{1}{2}$
				Sapey - -	55
				Sapey Pitchard - -	45
				Sarnsfield - -	40

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Hereford— <i>continued.</i>	Shobdon - -	51	Lincoln— <i>continued.</i>	Kirton - -	16
	Stanford - -	33		Meston - -	8 $\frac{1}{2}$
	Stanford, Bishop -	101		Ollerton - -	24 $\frac{1}{2}$
	Stanton-on-Arrow -	6		Ordsall - -	4
	Stoke - -	74		Ossington - -	9
	Stoke Bliss - -	102		Rufford - -	39 $\frac{1}{2}$
	Stoke Edith - -	38 $\frac{1}{2}$		Sutton-cum-Lound	18
	Stoke Lacy - -	93		Taxford - -	26
	Stretford - -	19		Walesby - -	30
	Stretton Gransome	66		West Markham -	4
	Stretton St. Nicholas	34		TOTAL - -	450 $\frac{1}{2}$
	Suckley - -	13	Lynn - -	Whitchingham -	12
	Sutton St. Nicholas	60		Eaton - -	1 $\frac{1}{2}$
	Tarrington - -	58 $\frac{1}{2}$		Keswick - -	2
	Tedstone Delamere	53		Farringdon -	25
	Tedstone Water -	20		Calstock - -	- $\frac{1}{2}$
	Tenbury - -	270		Bix - -	- $\frac{1}{2}$
	Thornbury - -	106		Caversham - -	2
	Ullingswick - -	55 $\frac{1}{2}$		Milton - -	4
	Wacton - -	22		TOTAL - -	6 $\frac{1}{2}$
	Wellington - -	53 $\frac{1}{2}$	Rochester -	Addington - -	101
	Weobly - -	17		Allington - -	61 $\frac{1}{2}$
	Weston Beggard -	73		Ash - -	137
	West Hide - -	54		Aylesford - -	126
	Whitburn - -	42		Bapchild - -	35
	Wigmore - -	4		Barning - -	120
	Withington - -	132 $\frac{1}{2}$		Bearsted - -	114
	Wolverlow - -	54		Bexley - -	3
	Woolhope - -	31 $\frac{1}{2}$		Bicknor - -	4
	Wormsley - -	1		Bidborough - -	4
	Yarkhill - -	74 $\frac{1}{2}$		Birling - -	76
	Yarpole - -	33		Bobbing - -	7
	Yazor - -	10		Borden - -	2 $\frac{1}{2}$
	TOTAL - -	8,370 $\frac{1}{2}$		Boughton Malherbe	112
Hertford -	Haivering-at-Bower	105		Boughton Mou-}	229
	Lambourne - -	10		chelsea - }	
	Romford - -	20		Boxley - -	141 $\frac{1}{2}$
	Stapleford Abbott -	35		Brasted - -	103
	TOTAL - -	170		Bredgar - -	14
Isle of Wight -	Wainford - -	2 $\frac{1}{2}$		Bredhurst - -	9 $\frac{1}{2}$
				Brenchley - -	51
Lincoln -	Askham - -	33 $\frac{1}{2}$		Broomfield - -	30 $\frac{1}{2}$
	Beavercoates - -	23 $\frac{3}{4}$		Burham - -	24
	Bothamsall - -	3		Capel - -	107
	Boughton - -	80		Chart - -	31
	Clarbrough - -	20		Chart Sutton -	228
	Darlington - -	3		Chatham - -	29 $\frac{1}{2}$
	Doddington - -	9		Chelsfield - -	8 $\frac{1}{2}$
	East Drayton - -	12 $\frac{1}{2}$		Chevening - -	76 $\frac{3}{4}$
	East Markham - -	36		Chiddingstone -	90 $\frac{1}{2}$
	Edwinstow - -	4		Cliffe - -	1
	Egmanton - -	3 $\frac{1}{2}$			
	Elksley - -	19			
	Fledgborough -	17 $\frac{1}{2}$			
	Haughton - -	4			
	Headon-cum-Upton	3			

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Salisbury— <i>continued.</i>	Greatham - -	15	Suffolk— <i>continued.</i>	Needham - -	1
	Hartley - -	12		Old Newton - -	26 $\frac{1}{2}$
	Hawkley - -	1		One House - -	18
	Headley - -	3		Rattleaden - -	3 $\frac{1}{2}$
	Hackfield - -	1 $\frac{1}{2}$		Stow Market - -	37
	Holybourne - -	28		Stowupland - -	9 $\frac{1}{2}$
	Kingsley - -	37		Wangford - -	10
	Long Sutton - -	53 $\frac{1}{2}$		TOTAL - - -	180 $\frac{1}{2}$
	Mitchelmarsh - -	- $\frac{1}{2}$	Surrey - -	Fulham - -	2
	Newton - -	9		Kingston-on-Thames - -	9
	Odiham - -	56 $\frac{1}{2}$		TOTAL - - -	11
	Romaey Extra - -	5	Sussex - -	Amberley - -	- $\frac{1}{2}$
	Romaey Infra - -	1 $\frac{1}{2}$		Ashburnham - -	100 $\frac{1}{2}$
	Selbourne - -	82 $\frac{1}{2}$		Ashurst - -	12
	Shalden - -	9		Battle - -	224 $\frac{1}{2}$
	Sherbourn St. John - -	5		Barcombe - -	9 $\frac{1}{2}$
	Southwainborough - -	5 $\frac{1}{2}$		Béckley - -	306
	Tithing of Netham - -	39		Bexhill - -	55 $\frac{1}{2}$
	Vernham Dean - -	- $\frac{1}{2}$		Bidborough - -	20 $\frac{1}{2}$
	West Worldham - -	15 $\frac{1}{2}$		Brede - -	232 $\frac{1}{2}$
	TOTAL - - -	1,125 $\frac{1}{2}$		Brenthley - -	282 $\frac{1}{2}$
Salop - -	Eyton - - -	3		Brightling - -	102 $\frac{1}{2}$
				Bury - -	13
Stourbridge - -	Abberley - -	30 $\frac{1}{2}$		Burwash - -	316
	Arcley, King's - -	2		Buxted - -	118
	Astley - -	19 $\frac{1}{2}$		Capel - -	12 $\frac{1}{2}$
	Halesowen - -	10		Catsfield - -	46
	Hartlebury - -	4 $\frac{1}{2}$		Chailey - -	14 $\frac{1}{2}$
	Holk - -	1		Chiddingley - -	58
	Lindridge - -	26 $\frac{1}{2}$		Cowden - -	64 $\frac{1}{2}$
	Martley - -	20		Crowhurst (Sussex) - -	3 $\frac{1}{2}$
	Ribbesford - -	21 $\frac{1}{2}$		Crowhurst (Sussex) - -	62
	Rock - -	81		Cuckfield - -	15 $\frac{1}{2}$
	Shelsley Beauchamp - -	49 $\frac{1}{2}$		Dallington - -	75 $\frac{1}{2}$
	Shelsley, Great - -	41 $\frac{1}{2}$		East Grimstead - -	22 $\frac{1}{2}$
	Shelsley, King's - -	17		East Hoathley - -	27 $\frac{1}{2}$
	Shrawley - -	25		Etchingham - -	131 $\frac{1}{2}$
	Stockton - -	41		Ewhurst - -	341
	Witley, Great - -	23		Fairlight - -	20
	Witley, Little - -	11		Framfield - -	109 $\frac{1}{2}$
	TOTAL - - -	424 $\frac{1}{2}$		Frant - -	182
Suffolk - -	Bures - - -	- $\frac{1}{2}$		Fletching - -	131 $\frac{1}{2}$
	Combs - -	5 $\frac{1}{2}$		Godstone - -	12 $\frac{1}{2}$
	Creting St. Mary's - -	6 $\frac{1}{2}$		Goudhurst - -	207 $\frac{1}{2}$
	Foxhall - -	8		Guestling - -	83 $\frac{1}{2}$
	Great Finborough - -	7		Hailsham - -	10 $\frac{1}{2}$
	Haughley - -	33 $\frac{1}{2}$		Hartfield - -	42 $\frac{1}{2}$
	Henham - -	8		Hastings - -	25 $\frac{1}{2}$
	Kesgrave - -	6		Hawkhurst - -	7
				Heathfield - -	57 $\frac{1}{2}$
				Hellingley - -	103

COLLECTIONS.	PARISHES.	Number of ACRES.	COLLECTIONS.	PARISHES.	Number of ACRES.
Sussex— <i>continued.</i>	Icklesham - -	133	Wales, Middle— <i>continued.</i>	Litton - - -	7
	Iden - - -	93 $\frac{1}{2}$		Peterchurch - -	4
	Isfield - - -	29 $\frac{1}{2}$		Stanton on Arrow -	2 $\frac{1}{2}$
	Lamberhurst - -	268 $\frac{1}{2}$		Stanton on Wye -	7 $\frac{1}{2}$
	Laughton - - -	2		Tibberton - - -	3
	Lindfield - - -	2		Vowchurch - - -	3
	Lingfield - - -	65 $\frac{1}{2}$		Winforton - - -	3
	Maresfield - - -	44 $\frac{1}{2}$		TOTAL - - -	58 $\frac{1}{2}$
	Mayfield - - -	582 $\frac{1}{2}$	Wellington -	Orchard Portman -	16
	Mountfield - - -	118 $\frac{1}{2}$		Bidford - - -	— $\frac{1}{10}$
	Newenden - - -	12 $\frac{1}{2}$		Boansford - - -	13 $\frac{1}{2}$
	Newick - - -	18 $\frac{1}{2}$		Bredon's Norton -	25
	Northiam - - -	192 $\frac{1}{2}$		Broadwas - - -	30 $\frac{1}{2}$
	Nuthurst - - -	3		Clifton - - -	104 $\frac{1}{2}$
	Ninfield - - -	14 $\frac{1}{2}$		Cotheridge - - -	60 $\frac{1}{2}$
	Ockley - - -	9		Cradley - - -	14
	Ore - - -	10		Doddenham - - -	30 $\frac{1}{2}$
	Peasmarsh - - -	163 $\frac{1}{2}$		Doverdale - - -	5
	Pembury - - -	143 $\frac{1}{2}$	Worcester -	Grimley - - -	23 $\frac{1}{2}$
	Penhurst - - -	22		Hallow - - -	43
	Penshurst - - -	51 $\frac{1}{2}$		Hanley Castle - -	12 $\frac{1}{2}$
	Pett - - -	14 $\frac{1}{2}$		Himbleton - - -	5
	Playden - - -	85		Holt - - -	30
	Reigate - - -	6 $\frac{1}{2}$		Kenswick - - -	27
	Ringmer - - -	5		Knightwick - - -	29 $\frac{1}{2}$
	Ripe - - -	3		Leigh - - -	142 $\frac{1}{2}$
	Rotherfield - -	427 $\frac{1}{2}$		Malvern - - -	65 $\frac{1}{2}$
	Rye - - -	128 $\frac{1}{2}$		Martley - - -	116 $\frac{1}{2}$
	Salehurst - - -	284 $\frac{1}{2}$		Newland - - -	66 $\frac{1}{2}$
	Sandhurst - - -	218 $\frac{1}{2}$		Norton - - -	5
	Sedlescomb - - -	79 $\frac{1}{2}$		Omersley - - -	12
	Speldhurst - - -	115		Pirton - - -	3
	Tandridge - - -	57		Powick - - -	119 $\frac{1}{2}$
	Ticehurst - - -	390 $\frac{1}{2}$		Saint John's - -	53
	Tunbridge - - -	67 $\frac{1}{2}$		Sapey, Lower - -	23
	Uckfield - - -	50 $\frac{1}{2}$		Shelsley - - -	29
	Udimore - - -	202		Stanford - - -	— $\frac{1}{2}$
	Wadhurst - - -	426		Stoulton - - -	2 $\frac{1}{2}$
	Waldron - - -	19 $\frac{1}{2}$		Suckley - - -	224 $\frac{1}{2}$
	Warbleton - - -	127 $\frac{1}{2}$		Tedstone - - -	42
	Warnham - - -	— $\frac{1}{2}$		Welland - - -	5
	Wartling - - -	72 $\frac{1}{2}$		Whitbourne - - -	117
	Westfield - - -	197		Wichenford - - -	65
	Westham - - -	28		TOTAL - - -	1,545 $\frac{1}{2}$
	Whatlington - -	47 $\frac{1}{2}$	Wales, Middle	Almeley - - -	11
	Winchelsea - -	14		Eardisley - - -	1 $\frac{1}{2}$
	Withyham - - -	90 $\frac{1}{2}$		Kinnersley - - -	8
	Wivelsfield - -	2 $\frac{1}{2}$		Kinsham - - -	8
TOTAL - - -		8,989 $\frac{1}{2}$			

ABSTRACT:

COLLECTIONS.	Number of ACRES.	COLLECTIONS.	Number of ACRES.
Barnstaple - - - -	7	Northampton - - - -	1 $\frac{1}{2}$
Bath - - - - -	2 $\frac{1}{2}$	Norwich - - - - -	2
Bedford - - - - -	7 $\frac{1}{2}$	Oxford - - - - -	25
Cambridge - - - -	4	Plymouth - - - - -	- $\frac{1}{4}$
Canterbury - - - -	9,566 $\frac{3}{4}$	Reading - - - - -	6 $\frac{1}{2}$
Chester - - - - -	1 $\frac{1}{2}$	Rochester - - - - -	11,933
Cornwall - - - - -	3 $\frac{3}{8}$	Salisbury - - - - -	1,125 $\frac{3}{4}$
Derby - - - - -	105	Salop - - - - -	3
Dorset - - - - -	43 $\frac{3}{4}$	Stourbridge - - - -	424 $\frac{1}{2}$
Essex - - - - -	213 $\frac{1}{2}$	Suffolk - - - - -	180 $\frac{3}{4}$
Gloucester - - - -	4	Surrey - - - - -	11
Grantham - - - - -	11 $\frac{1}{2}$	Sussex - - - - -	8,989 $\frac{1}{2}$
Hants - - - - -	1,506 $\frac{5}{8}$	Wales, Middle - - - -	58 $\frac{1}{2}$
Hereford - - - - -	8,370 $\frac{1}{2}$	Wellington - - - - -	16
Hertford - - - - -	170	Worcester - - - - -	1,545 $\frac{1}{8}$
Isle of Wight - - -	2 $\frac{1}{2}$		
Lincoln - - - - -	450 $\frac{1}{2}$		
Lynn - - - - -	12		
		TOTAL - - -	44,805 $\frac{3}{8}$

Excise Office, London,
10 April 1841.

G. A. Cottrell,
1st Genl Acc^t.

AN ACCOUNT of the DUTY on HOPS of the Growth of the Year 1840, distinguishing the Districts, and the Old from the New Duty.

DISTRICTS.	DUTY.	DISTRICTS.	DUTY.
	£. s. d.		£. s. d.
Barnstaple - - - -	- 4 2 $\frac{1}{2}$	Reading - - - - -	- 11 - $\frac{1}{2}$
Bedford - - - - -	1 4 2	Rochester - - - - -	42,469 5 5
Canterbury - - - -	10,512 16 3	Salisbury - - - - -	1,125 11 5
Cornwall - - - - -	2 14 8 $\frac{1}{2}$	Stourbridge - - - -	73 17 9 $\frac{1}{2}$
Derby - - - - -	5 17 3	Suffolk - - - - -	32 12 11 $\frac{1}{2}$
Dorset - - - - -	19 - 3 $\frac{1}{2}$	Surrey - - - - -	1 11 7 $\frac{3}{4}$
Essex - - - - -	32 16 5 $\frac{1}{2}$	Sussex - - - - -	5,625 10 2 $\frac{1}{2}$
Gloucester - - - -	- - 4	Wales, Middle - - - -	- 6 1 $\frac{1}{2}$
Hants - - - - -	1,874 16 1 $\frac{1}{2}$	Worcester - - - - -	75 5 1 $\frac{3}{4}$
Hereford - - - - -	288 14 4 $\frac{3}{4}$		
Isle of Wight - - -	- 11 9 $\frac{3}{4}$	TOTAL - - - £.	62,253 8 11 $\frac{1}{4}$
Lincoln - - - - -	98 11 10 $\frac{1}{2}$		
Lynn - - - - -	9 1 1 $\frac{1}{2}$	Old Duty, at 1 $\frac{1}{2}$ d. per lb.	34,091 16 1 $\frac{3}{4}$
Northampton - - -	- 11 4 $\frac{1}{2}$	New " - $\frac{3}{4}$ d. "	25,198 5 10 $\frac{1}{8}$
Norwich - - - - -	1 16 - $\frac{1}{2}$	Additional Duty of 5 per cent., per 3 Vict. c. 17.	2,963 6 11 $\frac{1}{4}$
Plymouth - - - - -	- - 10 $\frac{1}{2}$		
		TOTAL - - - £.	62,253 8 11 $\frac{1}{4}$

Excise Office, London,
10 April 1841.

G. A. Cottrell,
1st Genl Acc^t.

AN ACCOUNT of the Quantity of *Barren Hops* Exported from *Great Britain* to Foreign Countries, from the 5th day of January 1840 to the 5th day of January 1841; distinguishing the Countries to which the same have been exported, and also the Quantities to each Country, and the Dates of the Years in which the Hops were grown.

P L A C E S to which Exported.	POUNDS WEIGHT OF HOPS OF THE GROWTH OF THE YEAR											TOTAL Pounds Weight.	P L A C E S to which Exported.	
	1820.	1822.	1826.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.			1839.
Abbeville	-	-	-	-	-	-	-	-	-	-	-	689	-	Abbeville.
Algoa Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	Algoa Bay.
Antwerp	-	-	-	2,878	11,550	23,638	4,938	68,212	61,669	-	2,015	34,947	-	Antwerp.
Bergen	-	-	-	1,768	2,088	-	-	-	-	-	20,495	-	-	Bergen.
Bombay	-	6,461	10,804	-	-	-	-	-	-	-	-	3,172	-	Bombay.
Cadiz	-	-	-	-	-	-	-	-	-	-	-	146	184	Cadiz.
Calais	-	-	-	-	-	-	-	-	-	500	161	-	-	Calais.
Calcutta	-	-	-	-	-	-	-	-	-	-	-	795	-	Calcutta.
Cape of Good Hope	-	-	-	-	-	-	-	-	1,735	-	-	8,926	-	Cape of Good Hope.
Christiana	-	-	-	-	-	-	-	-	-	-	-	346	-	Christiana.
Gibraltar	-	-	-	-	-	-	-	-	-	-	156	155	-	Gibraltar.
Gravelines	-	-	-	-	-	-	-	-	-	-	-	3,583	-	Gravelines.
Guernsey	-	-	-	-	-	-	-	-	3,119	-	-	976	-	Guernsey.
Haelinger	-	-	-	-	267	39,894	1,170	4,044	6,234	-	33,482	104,190	-	Haelinger.
Hamburg	-	-	-	-	-	-	-	-	73,157	-	-	998	-	Hamburg.
Havre	-	-	-	-	-	-	-	-	1,880	-	1,367	1,600	-	Havre.
Hobart Town	-	-	-	-	-	-	-	-	7,823	-	1,367	1,600	-	Hobart Town.
Isle of Man	-	-	-	-	-	-	548	-	-	548	1,417	8,036	-	Isle of Man.
Jersey	-	-	-	-	-	-	-	-	-	-	5,967	16,252	-	Jersey.
Kouksburgh	-	-	-	-	-	-	-	-	-	-	-	3,364	-	Kouksburgh.
Launceston	-	-	-	-	-	-	-	-	-	-	3,369	942	-	Launceston.
Lisbon	-	-	-	-	-	-	-	-	14,105	-	472	1,220	954	Lisbon.
Malta	-	-	-	-	-	-	-	-	-	-	151	-	-	Malta.
Miramichi	-	-	-	-	-	-	-	-	-	-	517	-	-	Miramichi.
New Brunswick	-	-	-	-	-	-	-	-	-	-	-	1,880	-	New Brunswick.
New South Wales	-	-	-	-	-	-	-	19,763	15,462	-	3,728	24,820	-	New South Wales.
New York	-	-	-	-	-	-	-	-	-	-	-	54,189	-	New York.
Odensee	11,315	-	-	-	-	-	-	-	-	-	-	-	-	Odensee.
Odessa	-	-	-	-	794	3,433	909	-	3,791	-	-	-	-	Odessa.
Oporto	-	-	-	-	-	-	-	-	-	-	-	153	-	Oporto.
Ostend	-	-	-	-	-	-	-	-	-	-	-	2,415	-	Ostend.
Philadelphia	-	-	-	-	-	-	-	-	-	-	-	1,669	-	Philadelphia.
Port Phillip	-	-	-	-	-	-	-	-	-	-	-	-	-	Port Phillip.
Rotterdam	-	-	-	-	-	1,476	-	-	8,164	-	3,198	926	-	Rotterdam.
St. Petersburg	-	-	-	-	-	-	-	-	-	-	-	68,563	-	St. Petersburg.
South America	-	-	-	-	-	-	-	-	-	-	-	342	636	South America.
South Australia	-	-	-	-	-	-	-	-	-	-	2,292	339	-	South Australia.
Stetten	-	-	-	-	-	-	-	-	-	-	-	1,542	-	Stetten.
Swan River	-	-	-	-	-	-	-	-	-	-	-	936	-	Swan River.
Sydney	-	-	-	-	-	-	-	-	15,256	-	779	19,455	-	Sydney.
Van Diemen's Land	-	-	-	-	-	-	5,899	-	-	-	18,414	18,257	-	Van Diemen's Land.
West Indies	-	-	-	-	-	-	-	-	803	-	84	1,101	-	West Indies.
TOTALS	11,315	6,461	10,804	4,646	14,699	68,441	13,464	92,019	212,898	1,048	98,064	388,248	1,774	TOTALS.

G. A. Cottrell,
1st Genl Acct.

Excise Office, London,
10 April 1841.

ACCOUNTS of the Quantity of Hops Exported from *Great Britain* to Foreign Countries from 5th January 1840 to 5th January 1841; distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country; also British from Foreign Growths, and the Dates of the Years in which the BRITISH Hops were grown: and of the Quantity of FOREIGN Hops Imported into the United Kingdom from 5th January 1840 to 5th January 1841; distinguishing the Ports where Imported, and the Countries from whence Exported.

QUANTITY of HOPS Exported from *Great Britain* to Foreign Countries in the Year ended 5th January 1841;—(so far as relates to Hops of Foreign Growth.)

To the United States of America - - - - - 4,792 lbs.

QUANTITIES of FOREIGN HOPS Imported into the United Kingdom in the Year ended 5th January 1841.

Imported into London :

	lbs.
From Russia - - - - -	2,997
The Hanseatic Towns - - - - -	214
Holland - - - - -	4,162
Belgium - - - - -	4,593
	11,966

Inspector-General's Office,
Custom-house, London,
22 February 1841. }

William Irving,
Inspector-General of Imports and Exports.

2.—M A L T.

AN ACCOUNT of the Total Number of Quarters of MALT made between the 5th January 1840 and the 5th January 1841, in the United Kingdom; distinguishing the Quantity made in each Country, and the Quantity used by Brewers and Victuallers, and Retail Brewers.

	YEAR ENDED 5th JANUARY 1841.			
	Quarters of Malt made.	Quarters of Malt used		TOTAL.
		By Brewers and Victuallers.	By Retail Brewers.	
ENGLAND - - - - -	4,581,680	3,279,977	420,858	3,700,835
SCOTLAND - - - - -	549,663	124,501	- - -	124,501
IRELAND - - - - -	175,764	159,933	- - -	159,933
The UNITED KINGDOM -	5,307,107	3,564,411	420,858	3,985,269

Excise Office, London,
10 April 1841. }

G. A. Cottrell,
1st Genl Acc^t.

3.—BREWERS, VICTUALLERS, &c.

AN ACCOUNT of the Number of Persons in each of the several COLLECTIONS in the UNITED KINGDOM licensed as "BREWERS," "VICTUALLERS," "to sell BEER to be drunk on the PREMISES," and "to sell BEER not to be drunk on the PREMISES;" stating the Number of each Class who brew their own BEER, and the Quantity of MALT consumed by them, particularizing each Class in each Collection, from 5th January 1840 to 5th January 1841.

COLLECTIONS.	Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.			
	Brewers.	Victuallers.	Persons licensed to sell Beer		Victuallers.	Persons licensed to sell Beer		Brewers.	Victuallers.	Persons licensed to sell Beer	
			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.
ENGLAND:											
Barnstaple - -	3	615	328	27	581	314	14	12,524	108,881	34,516	1,644
Bath - - -	46	570	541	231	361	215	32	299,456	284,102	67,333	9,107
Bedford - - -	28	702	460	147	250	92	24	208,567	79,836	37,911	6,894
Bristol - - -	36	707	751	109	481	163	12	400,508	266,903	21,926	3,754
Cambridge - -	80	1,131	1,010	219	176	142	48	348,864	106,653	61,260	11,044
Canterbury - -	51	774	393	89	28	26	7	302,452	12,411	17,095	2,099
Chester - - -	37	958	496	24	640	260	3	126,750	125,347	36,728	446
Cornwall - - -	15	650	426	43	472	209	4	47,721	98,300	22,669	14,351
Coventry - - -	24	1,443	866	93	1,300	658	51	72,948	404,079	114,486	6,106
Cumberland - -	20	1,326	376	41	170	40	32	47,119	35,491	11,181	91,164

AN ACCOUNT of the Number of PERSONS Licensed as BREWERS, VICTUALLERS, &c.—*continued.*

COLLECTIONS.	Number of				Number who brew their own Beer.			Bushels of MALT consumed by each Class.			
	Brewers.	Victuallers.	Persons licensed to sell Beer		Victuallers.	Persons licensed to sell Beer		Brewers.	Victuallers.	Persons licensed to sell Beer	
			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.
ENGLAND—continued.											
Derby - - -	16	1,125	665	149	1,065	570	15	63,245	411,963	111,125	1,910
Dorset - - -	46	402	523	167	234	100	49	151,864	79,499	10,311	6,660
Durham - - -	73	1,677	354	32	188	21	-	231,510	58,646	3,848	-
Essex - - -	30	642	301	214	142	91	67	184,943	88,242	16,699	9,233
Exeter - - -	19	707	246	28	543	83	6	76,004	213,529	12,506	2,040
Gloucester - -	35	715	924	156	514	604	44	171,877	157,945	80,444	4,305
Grantham - - -	73	1,132	986	94	472	184	22	275,406	194,141	43,572	6,204
Halifax - - -	29	1,075	1,140	60	772	643	18	202,558	134,809	60,713	1,873
Hants - - -	66	721	579	213	77	149	43	221,117	39,640	83,582	11,383
Hereford - - -	5	722	422	25	684	419	5	16,228	116,295	28,837	464
Hertford - - -	40	754	553	60	47	42	8	332,431	29,127	36,596	3,980
Hull - - -	72	923	304	52	154	13	3	218,172	46,467	2,218	185
Isle of Wight -	59	601	425	129	97	151	51	217,636	43,372	57,884	12,827
Lancaster - - -	7	873	664	57	711	276	6	97,578	200,157	60,431	4,250
Leeds - - -	27	960	1,053	127	849	677	54	183,518	353,295	109,892	13,464
Lichfield - - -	14	1,031	893	55	1,002	784	23	82,729	546,896	268,816	8,974
Lincoln - - -	52	910	453	91	668	167	18	123,952	148,017	23,716	6,955
Liverpool - - -	74	1,418	924	31	20	9	-	700,807	15,318	8,041	-
Lynn - - -	51	874	464	146	97	49	18	257,213	52,356	18,678	4,893
Manchester - -	84	1,499	2,593	318	1,002	1,310	128	483,176	425,435	209,488	7,970
Newcastle - -	65	1,495	235	18	135	2	1	284,522	112,389	570	2,146
Northampton -	16	1,114	518	167	864	286	54	103,019	226,751	51,268	7,506
Northwich - -	26	1,071	723	47	754	258	9	110,310	211,280	30,492	1,584
Norwich - - -	36	1,156	308	79	57	42	15	345,257	26,514	9,862	2,602
Oxford - - -	30	872	427	166	486	162	43	182,692	453,181	24,338	39,111
Plymouth - - -	45	859	326	51	443	52	9	192,066	102,500	11,956	10,408
Reading - - -	49	831	818	193	55	74	26	410,148	26,990	47,259	14,562
Rochester - - -	73	1,104	677	156	28	32	9	482,423	12,281	33,128	4,415
Salisbury - - -	46	612	389	180	323	130	19	219,386	151,458	41,811	16,876
Salop - - -	3	599	378	25	585	368	56	18,299	186,240	69,600	2,111
Sheffield - - -	22	1,183	823	169	918	288	-	362,037	167,826	27,114	-
Stafford - - -	34	770	849	20	671	594	14	363,131	175,625	84,447	1,060
Stourbridge - -	10	1,163	1,488	86	1,115	1,478	51	50,546	452,997	296,650	10,937
Suffolk - - -	26	701	390	187	256	163	66	100,927	154,062	34,602	12,455
Surrey - - -	80	872	653	102	7	53	22	777,935	2,490	36,335	11,109
Sussex - - -	75	747	649	147	66	104	39	425,198	25,709	18,822	9,652
Uxbridge - - -	60	1,024	906	139	123	37	18	355,387	66,557	12,856	7,310
Wales, East - -	31	1,593	1,294	24	1,408	781	2	217,069	240,183	59,708	4,253
„ Middle - - -	-	732	149	9	713	155	-	-	92,055	12,346	-
„ North - - -	18	1,071	229	10	682	58	-	58,716	89,000	6,245	-
„ West - - -	7	1,269	32	5	1,171	33	-	14,392	91,019	2,139	-
Wellington - -	37	462	496	86	331	163	12	155,799	88,217	17,332	10,481
Whitby - - -	61	1,318	243	26	385	35	-	110,879	65,238	4,110	-
Wigan - - -	40	905	1,191	128	570	633	65	223,370	192,048	68,423	15,290
Worcester - - -	3	545	387	68	520	345	58	13,466	160,626	57,565	3,717
York - - -	48	1,164	645	78	404	100	5	150,023	83,121	14,921	1,560
COUNTRY COL- LECTIONS - - -	2,153	52,875	35,336	5,593	26,867	14,887	1,398	11,884,970	8,533,509	2,746,501	443,359
LONDON - - -	105	4,504	1,535	149	13	82	9	5,804,923	16,417	167,477	9,531
TOTAL, ENGLAND	2,258	57,379	36,871	5,742	26,880	14,969	1,407	17,689,893	8,549,926	2,913,978	452,890

AN ACCOUNT of the Number of PERSONS Licensed as BREWERS, VICTUALLERS, &c.—*continued.*

COLLECTIONS.	Number of				Number who brew their own Beer.				Bushels of MALT consumed by each Class.			
	Brewers.	Victuallers.	Persons licensed to sell Beer		Victuallers.	Persons licensed to sell Beer		Brewers.	Victuallers.	Persons licensed to sell Beer		
			To be drunk on the Premises.	Not to be drunk on the Premises.		To be drunk on the Premises.	Not to be drunk on the Premises.			To be drunk on the Premises.	Not to be drunk on the Premises.	
SCOTLAND:												
Aberdeen - -	29	1,202	-	-	2	-	-	66,703	117			
Ayr - - -	14	2,148	-	-	12	-	-	64,305	3,378			
Argyll, North - -	-	270	-	-	-	-	-					
" South - - -	-	213	-	-	-	-	-					
Caithness - -	2	396	-	-	62	-	-	785	2,265			
Dumfries - -	7	929	-	-	11	-	-	12,991	8,712			
Elgin - - -	12	631	-	-	11	-	-	21,022	311			
Fife - - -	25	995	-	-	21	-	-	30,453	8,005			
Glasgow - - -	12	2,337	-	-	5	-	-	77,074	3,172			
Haddington - -	25	1,047	-	-	5	-	-	61,556	4,572			
Inverness - -	11	423	-	-	5	-	-	5,473	2,163			
Linlithgow - -	12	1,221	-	-	7	-	-	29,740	5,777			
Montrose - -	6	1,338	-	-	75	-	-	12,920	30,157			
Perth - - -	-	596	-	-	17	-	-	-	19,348			
Stirling - - -	12	746	-	-	11	-	-	67,335	8,674			
Edinburgh - -	30	1,523	-	-	1	-	-	446,438	2,578			
TOTAL, SCOTLAND }	197	16,015	-	-	245	-	-	896,795	99,219			
IRELAND:												
Armagh - - -	8	-	-	-	-	-	-	79,482				
Athlone - - -	8	-	-	-	-	-	-	8,546				
Clonmel - - -	9	-	-	-	-	-	-	24,683				
Coleraine - -	4	-	-	-	-	-	-	13,121				
Cork - - -	12	-	-	-	-	-	-	185,225				
Drogheda - -	6	-	-	-	-	-	-	49,506				
Dundalk - - -	6	-	-	-	-	-	-	48,562				
Foxford - - -	11	-	-	-	-	-	-	17,947				
Galway - - -	10	-	-	-	-	-	-	12,307				
Kilkenny - -	16	-	-	-	-	-	-	49,046				
Limerick - -	7	-	-	-	-	-	-	17,319				
Lisburn - - -	13	-	-	-	-	-	-	98,252				
Londonderry -	5	-	-	-	-	-	-	15,517				
Mallow - - -	6	-	-	-	-	-	-	22,053				
Maryborough -	13	-	-	-	-	-	-	30,076				
Naas - - -	7	-	-	-	-	-	-	34,886				
Sligo - - -	2	-	-	-	-	-	-	32,643				
Tralee - - -	8	-	-	-	-	-	-	4,545				
Waterford - -	10	-	-	-	-	-	-	64,605				
Wexford - - -	11	-	-	-	-	-	-	10,631				
Dublin - - -	19	-	-	-	-	-	-	460,514				
TOTAL, IRELAND }	191	-	-	-	-	-	-	1,279,466				

TOTALS COLLECTED:

ENGLAND - -	2,258	57,379	36,871	5,742	26,880	14,969	1,407	17,689,893	8,549,926	2,913,978	452,890
SCOTLAND - -	197	16,015	-	-	245	-	-	896,795	99,219		
IRELAND - -	191	-	-	-	-	-	-	1,279,466			
UNITED KINGDOM }	2,646	73,394	36,871	5,742	27,125	14,969	1,407	19,866,154	8,649,145	2,913,978	452,890

Excise Office, London, }
10 April 1841.G. A. Cottrell,
1st Genl Aec't.

HOPS.—MALT.—BREWERS.

ACCOUNTS relating to HOPS and MALT, and to
the Number of Persons Licensed as BREWERS,
VICTUALERS, &c. for the Year 1840.

(*Sir Matthew Wood.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

254.

Under 2 oz.

M A L T.

RETURN to an Order of the Honourable The House of Commons,
dated 16 March 1841 ;—for,

A RETURN of the Quantity of MALT used in the DISTILLERIES, for the Years
1839 and 1840 ; distinguishing each Year, and the Quantity used in *England*,
Scotland and *Ireland*, separately.

					BUSHELS OF MALT USED IN THE DISTILLERIES.	
					1839.	1840.
ENGLAND	-	-	-	-	237,072	238,263
SCOTLAND	-	-	-	-	3,321,754	3,312,619
IRELAND	-	-	-	-	664,516	486,240
TOTAL - - -					4,223,342	4,037,122

Excise Office, London, }
25 March 1841. }

G. A. Cottrell,
1st Genl Acc^t.

M A L T.

A RETURN of the Quantity of MALT used in the DISTILLERIES, for the Years 1839 and 1840; distinguishing each Year, and the Quantity used in *England, Scotland and Ireland*, separately.

(*Mr. Darby.*)

*Ordered, by The House of Commons, to be Printed,
30 March 1841.*

MALT.—SALE OF BEER LICENCES.

RETURNS to Two ORDERS of the Honourable The House of Commons,
dated 3 & 8 February 1841 ;—for,

— 1. —

A RETURN of the Number of Bushels of MALT Brewed in the London Collection, from the 10th day of October 1839 to the 5th day of January 1840, and from the 10th day of October 1840 to the 5th day of January 1841.

(Mr. Alston.)

— 2. —

AN ACCOUNT showing the Number of LICENCES granted for the SALE OF BEER BY RETAIL, since the Passing of the Act 3 & 4 Vict. c. 61, to the 5th day of January 1841, compared with the corresponding period of the preceding Year; distinguishing LICENCES granted in *London* and in the *Country*, and those for the Sale of Beer to be Consumed on the Premises, and for Sale of Beer Not to be Consumed on the Premises.

(Mr. Tufnell.)

Ordered, by The House of Commons, to be Printed, 15 February 1841.

— 1. —

A RETURN of the Number of Bushels of MALT Brewed in the London Collection, from the 10th day of October 1839 to the 5th day of January 1840, and from the 10th day of October 1840 to the 5th day of January 1841.

	NUMBER OF BUSHELS OF MALT BREWED.
From 10 October 1839 to 5 January 1840 - - - - -	1,381,671
From 10 October 1840 to 5 January 1841 - - - - -	1,355,601
Excise Office, London, } 11 February 1841. }	G. A. Cottrell, 1st Genl Acc ^t .

— 2. —

AN ACCOUNT showing the Number of LICENCES granted for the SALE OF BEER BY RETAIL, since the Passing of the Act 3 & 4 Vict. c. 61, to the 5th day of January 1841, compared with the corresponding period of the preceding Year; distinguishing LICENCES granted in *London* and in the *Country*, and those for the Sale of Beer to be Consumed on the Premises, and for Sale of Beer Not to be Consumed on the Premises.

		NUMBER OF LICENCES GRANTED FOR THE SALE OF BEER	
		To be Consumed on the Premises, at £.8. 3s. and 5 per Cent. thereon.	Not to be Consumed on the Premises, at £.1. 1s. and 5 per Cent. thereon.
Country - - - - -		16,277	2,372
London - - - - -		640	87
From 22 August to 5 January 1840		16,917	2,459
Country - - - - -		13,528	1,956
London - - - - -		609	69
From 22 August to 5 January 1841		14,137	2,025
Decrease - - -		2,780	434

Excise Office, London, }
11 February 1841. }

G. A. Cottrell,
1st Genl Acc^t.

24 MEMORIALS, &c. FROM LICENSED VICTUALERS, IRELAND.

your memorialist conforming to all the provisions of the Excise Acts requisite in that respect, which your memorialist has already offered, and is ready and anxious to do.

And your Memorialist will pray.

Kelly & Rogers, Agents for Memorialist,
32, Eustace-street, Dublin.

Simon Andrews.

Board's Order, 2d January 1841.

Cannot be granted unless he obtain the certificate of the clerk of the peace, as required by 3 & 4 Will. 4, c. 68.

B. P.

Whitehall, Treasury Chambers, }
7 April 1841.

R. GORDON.

LICENSED VICTUALLERS, &c.

RETURNS of MEMORIALS or PETITIONS on behalf of the LICENSED VICTUALLERS of *Ireland* to the Lords of the Treasury, claiming to have every Licence granted to carry on Trade in the same Manner as are granted to their Fellow-Traders in *England* and *Scotland*; with the ANSWERS given.

(*Mr. O'Connell.*)

Ordered, by The House of Commons, to be Printed,
29 April 1841.

275.

Under 4 oz.

LICENSED VICTUALLERS, &c.

RETURN to an ORDER of the Honourable The House of Commons,
dated 9 February 1841 ;—for,

RETURNS of MEMORIALS or PETITIONS made by or on behalf of the LICENSED VICTUALLERS of *Ireland*, to the Lords of the Treasury, from the 1st day of October 1838 till the 1st day of January 1841, claiming to have every Licence granted to them to carry on Trade at the same Rate, and in the same Manner, as are granted to their Fellow-Traders in *England* and *Scotland*, with the Answers given :

Of MEMORIALS or PETITIONS made by or on behalf of the LICENSED VICTUALLERS of *Ireland* to the Commissioners of Excise, for the same Period, relative to the Penalties inflicted on them, and the Losses and Injuries suffered by reason of their being deprived of the Privilege in Trade enjoyed by their Fellow-Traders in *England* and *Scotland*; together with all Answers or Orders made thereon :

Of the Rates of LICENCES chargeable on a LICENSED VICTUALLER in *England* or *Scotland* (holding a Licence to sell Tea, Coffee, Cocoa Nuts, Chocolate and Pepper), in a House valued under Ten Pounds per Year, for the Sale of Beer by Retail, to be consumed upon the Premises; also, for the Sale of Spirits by Retail; also, for the Sale of Wine by Retail :

Of the Rates chargeable on a similar Trader in *Ireland* :

Of the Number of Persons Licensed to sell BEER, WINE, and SPIRITS by Retail, to be consumed on the Premises, who also hold Licences to sell Tea, Coffee, Cocoa Nuts, Chocolate and Pepper, on one and the same Premises, in *England* and *Scotland* respectively; with the Rate of Excise Licences payable thereon for the Year ending the 10th day of October 1840 :

Similar RETURN for *Ireland* :

RETURN of the Number of Cases in *England* and *Scotland*, from October 1838 till October 1840, in which the Licences originally granted to Licensed Victuallers have been transferred to Heirs, Executors, Administrators, Wife, Child, or Assigns; said Return to state the Statutes or Authority under which such Heirs', &c., Claims to such Transfers are made and allowed :

Similar RETURN for *Ireland*, and said Return to state if there be any and what Provision made by Law for affording or securing to Heirs, Executors, Administrators, Wife, Child, or Assigns in *Ireland*, transfer of the Licences to retail Beer, Spirits, or Wine, to be consumed on the Premises, originally granted to the Parent, Husband, or Assignor of the House :

RETURN of the VALUE of the respective HOUSES within the Excise Collection of the City of *London*, as assessed to the Poor's Rate, occupied by Persons licensed to sell Spirituous Liquors by Retail; showing also the Value fixed by the Officers of Excise on said Houses, in charging the Rate of Spirit Retail Licence on granting, issuing, or renewing such Licences; said Return to state and set forth whether the Excise adopt the Valuation on the Poor's Rate or not :

Similar RETURN for the respective HOUSES similarly licensed within the Excise Collection of *Dublin*; said Return likewise to state and set forth whether the Excise adopt the Valuation fixed or made by the Poor Law Guardians as their Criterion of Value for charging the Excise Licence or not :

RETURN of the Number of Gallons of FOREIGN and COLONIAL SPIRITS respectively bonded in the United Kingdom on which DUTY has not been paid, owing to Leakage, Soakage, reduced Strength, or other incidental Causes, for the Year ending the 5th day of October 1840 :

Like RETURN for HOME-MADE SPIRITS in *Great Britain* and *Ireland*, for the Year ending the 5th day of October 1840.

(*Mr. O'Connell.*)

PART II.

Ordered, by The House of Commons, to be Printed,
29 April 1841.

— 1. —

A RETURN of the RATES of LICENCES chargeable on a LICENSED VICTUALLER in *England* or *Scotland*, holding a Licence to sell Tea, Coffee, Cocoa-Nuts, Chocolate, and Pepper, in a House valued under £.10 per Year, for the Sale of Beer by Retail, to be consumed upon the Premises; also, for the Sale of Spirits by Retail; also, for the Sale of Wine by Retail.

										Rates of Licences for a House valued under £. 10 per Annum.
										£. s. d.
For the sale of Beer by retail	-	-	-	-	-	-	-	-	-	1 2 - $\frac{1}{2}$
Ditto - - Spirits	-	-	-	-	-	-	-	-	-	2 4 1
Ditto - - Wine	-	-	-	-	-	-	-	-	-	2 4 1

— 2. —

A RETURN of the RATES of LICENCES chargeable on a LICENSED VICTUALLER in *Ireland*, holding a Licence to sell Tea, Coffee, Cocoa-Nuts, Chocolate, and Pepper, in a House valued under £.10 per Year, for the Sale of Beer by Retail, to be consumed upon the Premises; also, for the Sale of Spirits by Retail; also, for the Sale of Wine by Retail.

In Ireland, a person holding a licence to retail beer, spirits, and wine, to be consumed on the premises, is prohibited from holding a licence for the sale of tea, coffee, cocoa-nuts, chocolate, and pepper on the same premises, by the Act 6 & 7 Will. 4, c. 38, s. 3.

— 3. —

A RETURN of the Number of Persons Licensed to sell BEER, WINE, and SPIRITS by Retail, to be consumed on the Premises, who also hold Licences to sell Tea, Coffee, Cocoa-Nuts, Chocolate, and Pepper on one and the same Premises, in *England* and *Scotland* respectively; with the Rate of Excise Licences payable thereon, for the Year ending the 10th day of October 1840.

		Number of Persons Licensed to sell Beer, Wine, and Spirits by Retail, to be consumed on the Premises, and also Tea and Coffee on the same Premises, the Rates of whose Licences are,										
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
		Beer	Spirits	Wine	Beer	Spirits	Wine	Beer	Spirits	Wine	Beer	
		1 2 - $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	1 2 - $\frac{1}{2}$	
		2 4 1	6 12 3 $\frac{1}{2}$	7 14 4	8 16 4 $\frac{1}{2}$	9 18 5 $\frac{1}{2}$	11 - 6	2 4 1	- - -	- - -	- - -	
		2 4 1	2 4 1	2 4 1	2 4 1	2 4 1	2 4 1	2 4 1	2 4 1	2 4 1	- - -	
ENGLAND	- -	79	200	27	20	21	7	9	491			*
SCOTLAND	- -	244	617	80	40	47	14	59	2,654			
TOTAL	- - -	323	817	107	60	68	21	68	3,145			

£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1 2 - $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	3 6 1 $\frac{1}{2}$	1 2 - $\frac{1}{2}$	- - -	- - -	Beer.
4 8 2 $\frac{1}{2}$	6 12 3 $\frac{1}{2}$	7 14 4	8 16 4 $\frac{1}{2}$	9 18 5 $\frac{1}{2}$	11 - 6	- - -	- - -	- - -	- - -	- - -	- - -	Spirits.
- - -	- - -	- - -	- - -	- - -	- - -	4 8 2 $\frac{1}{2}$	- - -	- - -	- - -	- - -	- - -	Wine.
285	13	4	5	3	4	5	31	97	TOTAL.	1,301		ENGLAND.
747	13	4	4	-	2	9	1	32	4,567			SCOTLAND.
1,032	26	8	9	3	6	14	32	129	5,868			TOTAL.

— 4. —

A RETURN of the Number of Persons Licensed to sell BEER, WINE, and SPIRITS by Retail, to be consumed on the Premises, who also hold Licences to sell Tea, Coffee, Cocoa-Nuts, Chocolate, and Pepper, on one and the same Premises, in *Ireland*, with the Rate of Excise Licences payable thereon, for the Year ending the 10th day of October 1840.

	Number of Persons Licensed to sell Beer and Wine by Retail, to be consumed on the Premises, and also Tea and Coffee, on the same Premises, the Rates of whose Licences are,				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	TOTAL.
	Beer - 3 6 1½ Wine, 4 8 2½	Beer - 1 2 -½ Wine, 4 8 2½	Beer - 3 6 1½	Beer - 1 2 -½	
IRELAND - -	44	31	4	9	88

Note.—Persons licensed to sell beer, wine, and spirits to be consumed on the premises, are prohibited from holding licences to sell tea and coffee, &c. on the same premises, by Act 6 & 7 Will. 4, c. 38, s. 3; the above Account therefore includes the persons who retail beer and wine, or beer only, together with tea, coffee, &c.

— 5. —

A RETURN of the Number of Cases in *England* and *Scotland*, from October 1838 till October 1840, in which the Licences originally granted to Licensed Victuallers have been transferred to Heirs, Executors, Administrators, Wife, Child, or Assigns; said Return stating the Statutes or Authority under which such Heirs', &c. Claims to such Transfers are made and allowed.

	Number of Cases in which the Licences granted to Licensed Victuallers have been Transferred.	Statutes or Authority under which such Transfers are made and allowed.
ENGLAND - - - - -	8,980	} 6 Geo. 4, c. 81, s. 21.
SCOTLAND - - - - -	1,702	
TOTAL - - -	10,682	

— 6. —

A RETURN of the Number of Cases in *Ireland*, from October 1838 till October 1840, in which the Licences originally granted to Licensed Victuallers have been transferred to Heirs, Executors, Administrators, Wife, Child, or Assigns; said Return stating the Statutes or Authority under which such Heirs', &c. Claims to such Transfers are made and allowed; and said Return stating, if there be any, and what, Provision made by Law for affording or securing to Heirs, Executors, Administrators, Wife, Child, or Assigns in *Ireland*, transfer of the Licences to retail Beer, Spirits, or Wine to be consumed on the Premises, originally granted to the Parent, Husband, or Assignor of the House.

	Number of Cases in which the Licences granted to Licensed Victuallers have been Transferred.	Statutes or Authority under which such Transfers are made and allowed.	Provision by Law for securing to Heirs, Executors, Administrators, Wife, Child, or Assigns, transfer of the Licences to retail Beer, Spirits, or Wine, to be consumed on the Premises, originally granted to the Parent, Husband, or Assignor of the House.
IRELAND - -	860	6 Geo. 4, c. 81, s. 21.	The provision made by law for authorising or securing the transfer of licences is contained in the Excise Act, 6 Geo. 4, c. 81, s. 21, which requires the production of the certificate of a justice of the peace or magistrate, or other competent person, approving of the person to whom given or granted. This certificate is obtained as an original certificate under 3 & 4 Will. 4, c. 68, at the general sessions, there not being any provision for a transfer at a special sessions, as in England.

—7.—

A RETURN of the VALUE of the respective HOUSES within the Excise Collection of the City of London, as assessed to the Poor's Rate, occupied by Persons Licensed to sell Spirituous Liquors by Retail; showing also the Value fixed by the Officers of Excise on said Houses, in charging the Rate of Spirit Retail Licence on granting, issuing, or renewing such Licences; said Return likewise to state and set forth whether the Excise adopt the Valuation fixed or made by the Poor Law Guardians, as their Criterion of Value for charging the Excise Licence or not.

H O U S E S Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
		£. s.	£.	
Ashen-tree-court	Horse and Cart	34 -	38	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Aldersgate-street	King's Arms	50 -	100	
—	Owen Glendour	50 -	55	
—	Old Parr's Head	60 -	55	
—	Red Lion	60 -	80	
—	Three Cups	140 -	120	
—	Blue Boar	45 -	50	
—	Old White Bear	40 -	50	
—	Albion	300 -	300	
—	Castle and Falcon	300 -	300	
—	Coach and Horses	40 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Grapes	110 -	50	
—	Star	60 -	50	
Aldgate	Essex Coffee-house	60 -	50	
—	Blue Boar	128 -	50	
—	Three Nuns	187 -	50	
—	Bull	280 -	50	
—	Crown and Magpie	122 -	50	
—	Saracen's Head	80 -	50	
—	Hoop and Grapes	143 -	50	
—	Rose and Crown	51 -	50	In these cases the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50%, as that amount of rental carries the highest rate of licence duty.
—	Turk's Head	85 -	50	
Aldermanbury	Weavers' Arms	60 -	50	
—	George Inn	120 -	50	
—	Axe Inn	120 -	50	
Adelaide-place, London Bridge, Adelaide Hotel		400 -	50	
Angel-street	Castle	50 -	50	
Albion-buildings	Goldsmiths' Arms	36 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Addle-street	Old Cheshire Cheese	35 -	40	
Addle-hill	Bell	57 -	30	
—	Peacock	38 -	40	
Abchurch-lane	White Hart	65 -	80	
Arthur-street, East	Ticket Porter	55 -	45	
Artillery-street	Ship	40 -	50	
Bell-yard	Haunch of Venison	50 -	56	
—	White Hart	38 -	50	
—	Bell	63 -	50	
Bride-lane	White Bear	44 -	53	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Twelve Bells	37 -	44	
Bridge-street	London Hotel	450 -	580	
Bridge-row	Coopers' Arms	70 -	50	
Bread-street	Bull's Head	90 -	60	
—	Grapes	60 -	50	
Bread-street-hill	Horse and Carter	40 -	50	
Bouverie-street	Sussex Hotel	220 -	291	
—	Black Lion	236 -	259	
Bolt-court	Johnson's Coffee House	50 -	80	
Bartholomew-close	Coach and Horses	37 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Admiral Carter	36 -	50	
—	Rose and Crown	32 -	50	
—	Blakeney's Head	32 -	50	
Butcher-hall-lane	Red Lion	50 -	100	
—	Crown	45 -	100	
—	White Hart	35 -	55	
Basing-lane	Gerrard's Hall	170 -	80	
—	Red Lion	40 -	70	
Bennett's-hill	Rose and Ball	25 -	35	
Bucklersbury	City of London Coffee House	72 -	120	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Charlotte's Coffee House	not rated to the poor.	100	
—	Green Man	52 -	52	

H O U S E S		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
Occupied by Persons Licensed to sell Spirituous Liquors by Retail.				
		£. s.	£.	
Bevis Marks - -	Red Lion - -	45 -	30	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Beech-street - -	King's Arms - -	85 -	60	
Beech-lane - -	George - -	35 -	30	
Ball-alley, Gracechurch-street, Langbourne	Coffee House - -	60 -	50	
Billiter-street - -	Crown and Thistle - -	60 -	50	
Bishopsgate Churchyard, King's Arms - -	Sun - -	45 -	50	
Bishopsgate-street	Duke of Wellington - -	31 -	40	
—	Sir Paul Pindar - -	49 -	50	
—	Green Dragon - -	54 -	50	
—	Britannia - -	45 -	50	
—	One Swan - -	45 -	50	In these cases the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 <i>l.</i> , as that amount of rental carries the highest rate of licence duty.
—	King's Arms - -	40 -	50	
—	Catherine Wheel Inn - -	35 -	50	
—	Primrose - -	26 -	50	
—	Lord Nelson - -	54 -	50	
—	Black Raven - -	54 -	50	
—	White Hart - -	211 -	50	
—	King's Arms - -	81 -	50	
—	London Tavern - -	450 -	50	
—	White Lion - -	90 -	50	
—	Marlborough Head - -	60 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Bull Inn - -	277 -	50	
—	Green Dragon - -	280 -	50	
—	Flower Pot - -	60 -	50	
—	Vine Inn - -	150 -	50	
—	Magpie and Punch Bowl - -	105 -	50	
—	Four Swans - -	250 -	50	
—	Pea Hen - -	60 -	50	
—	Black Lion - -	50 -	50	
—	Catherine Wheel - -	25 -	25	
—	Jerusalem - -	40 -	40	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Belle Sauvage-yard	Belle Sauvage - -	160 -	160	
Broadway - -	Blue Post - -	60 -	60	
Beer-lane - -	Ship Afloat - -	40 -	40	
Botolph-lane - -	White Hart - -	30 -	30	
Barbican - -	Still - -	50 -	50	
—	White Bear - -	60 -	60	
—	Black Horse - -	70 -	60	
—	Red Cross - -	70 -	80	
Bow-lane - -	Grapes - -	40 -	60	
—	Cock - -	63 -	58	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Crown - -	105 -	105	
Bridgewater-gardens	Three Tuns - -	35 -	35	
Billingsgate - -	Green Lettuce - -	50 -	50	
—	George - -	50 -	50	
—	Three Tuns - -	80 -	50	
Bloomfield-street - -	City Arms - -	70 -	50	
Botolph-alley - -	Green Dragon - -	55 -	50	
Ball-court - -	Cole's Coffee House - -	212 -	50	
Birchin-lane - -	Bengal - -	80 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Basinghall-street - -	White Bear - -	200 -	50	
—	Crown - -	52 -	50	
—	Bell - -	50 -	50	
—	Red Lion - -	45 -	50	
Chancery-lane - -	Mitre - -	50 -	54	
Crown-court, Fleet-street, Crown - -	— -	21 -	60	
Clifford's-inn-passage, Crown - -	— -	45 -	50	
Cloth-fair - -	Rising Sun - -	30 -	40	
Castle-court - -	Fountain and Castle - -	40 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Cock-hill - -	Cock - -	36 -	40	
Cursitor-street - -	Castle - -	38 -	38	
Cannon-alley - -	King's Head - -	40 -	50	
Clement's-lane - -	General Wolfe - -	not rated to the poor.	100	
—	New Shades - -	ditto	120	
Cutler-street - -	Cutlers' Arms - -	39 -	40	
Cree-Church-lane - -	City Arms - -	36 -	30	
—	Three Herrings - -	42 -	40	

(continued)

RETURNS RESPECTING LICENSED VICTUALLERS

H O U S E S		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
Occupied by Persons Licensed to sell Spirituous Liquors by Retail.				
		£. s.	£. s.	
Cripplegate-buildings, White Hart	- -	50 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Cloak-lane	- - - White Horse	45 -	45 -	
Cheapside	- - - Queen's Arms	110 -	110 -	
Coleman-street	- Star	80 -	80 -	
—	- Three Tuns	65 -	65 -	
—	- Dolphin	50 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	- White Swan	50 -	70 -	
—	- Blue Anchor	60 -	52 10	
Cannon-street	- Dyers' Arms	38 -	50 -	
—	- Cock and Bottle	60 -	95 -	
—	- Grape Vine	42 -	52 10	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50l., as that amount of rental carries the highest rate of licence duty.
Church-row	- Bell	68 -	50 -	
—	- Grapes	34 -	40 -	
Cooper's-row	- Prince Albert	26 -	40 -	
Camomile-street	- Salisbury Arms	40 -	50 -	
—	- Mail Coach	38 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	- Saracen's Head	100 -	50 -	
Cornhill	- Tom's Coffee House	70 -	50 -	
Change-alley	- Garraway's Coffee House	280 -	50 -	
—	- Baker's Coffee House	140 -	50 -	
Cowper's-court	- Jerusalem Coffee House	268 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Cullum-street	- Ipswich Arms	60 -	50 -	
—	- Wine Vaults	50 -	50 -	
Cursitor-street	- Rose	50 -	50 -	
Crutched-friars	- Cheshire Cheese	50 -	50 -	
—	- French Horn	50 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	- Globe	34 -	50 -	
—	- Lamb and Flag	15 -	20 -	
—	- Horse and Trumpeter	30 -	40 -	
Dowgate-hill	- Three Crowns	60 -	70 -	
—	- Grapes	46 -	44 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Dunning's-alley	- Black Bull	36 -	40 -	
Devonshire-street	- Bull	40 -	50 -	
Duke's Head-court	- Hope	45 -	40 -	
Dorset-street	- Blue Last	42 -	51 -	
—	- Rose and Crown	32 -	38 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Duke-street	- Half Moon	28 -	50 -	
—	- Roebuck	30 -	40 -	
—	- Queen's Head and French Horn	38 -	50 -	
—	- St. James's Tavern	40 -	50 -	
Duke's-place	- Sam's Coffee House	36 -	50 -	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50l., as that amount of rental carries the highest rate of licence duty.
—	- Howard's Coffee House	40 -	50 -	
—	- Fishmongers' Arms	36 -	50 -	
Dark-house-lane	- Green Man and Bell	50 -	50 -	
—	- Tilt Boat	50 -	50 -	
—	- Antigallican	63 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	- Queen's Head	63 -	50 -	
Dolphin-court	- Dolphin	80 -	50 -	
Earl-street	- Bricklayers' Arms	56 -	50 -	
—	- King's Head	54 -	50 -	
Eastcheap	- King's Head	55 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	- Cow and Calf	50 -	50 -	
—	- Monument	40 -	40 -	
East Harding-street, George	-	36 -	40 -	
Essex-street	- Welsh Harp	36 -	40 -	
Farringdon-street	- Angel	60 -	80 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	- Grapes	60 -	70 -	
—	- White Swan	45 -	70 -	
—	- Anchor	60 -	80 -	
—	- Market House	68 -	100 -	
—	- Mail Coach	50 -	70 -	
—	- Crown and Anchor	45 -	70 -	
—	- Barley Mow	58 -	100 -	
—	- Rose	50 -	60 -	
—	- Artichoke	34 -	60 -	
Fan-street	- White Horse	45 -	50 -	
Fox and Knot-court, Fox and Knot	-	30 -	36 -	
Fleur-de-lis-court	- Old Cheshire Cheese	40 -	50 -	

H O U S E S Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
		£. s.	£. s.	
Fetter-lane - - -	White Swan - - -	50 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Vintners' Arms - - -	56 -	56 -	
—	Horse Shoe and Magpie	45 -	45 -	
—	Falcon - - -	96 -	96 -	
—	Red Hart - - -	40 -	40 -	
—	Swan and Sugar Loaf -	50 -	50 -	
—	White Hart - - -	44 -	38 -	
—	White Horse - - -	200 -	300 -	
—	Three Tuns - - -	75 -	80 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Magpie and Stump -	38 -	63 -	
Fleet-street - - -	Bell - - -	53 -	64 -	
—	Boar's Head - - -	135 -	175 -	
—	Union Tavern - - -	120 -	150 -	
—	Rainbow - - -	180 -	210 -	
—	Green Dragon - - -	150 -	190 -	
—	Crown and Sugar Loaf -	47 -	57 -	
—	Mitre - - -	80 -	60 -	
—	Cock - - -	100 -	135 -	
—	Anderton's Coffee House	200 -	250 -	
—	Hole-in-the-Wall - -	95 -	100 -	
—	Peel's Coffee House -	180 -	200 -	
—	Kings and Keys - - -	60 -	80 -	
Fleet-lane - - -	Red Lion - - -	53 -	50 -	
—	White Lion - - -	68 -	60 -	
Fleet-street - - -	Portugal Hotel - - -	315 -	315 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Friar-street - - -	Horse Shoe - - -	40 -	40 -	
Fish-street-hill - -	Globe - - -	40 -	40 -	
—	Britannia - - -	50 -	50 -	
—	Swan - - -	160 -	50 -	
—	Steam Packet Hotel -	160 -	50 -	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 <i>l.</i> , as that amount of rental carries the highest rate of licence duty.
—	Monument - - -	87 -	50 -	
—	Mitre - - -	60 -	50 -	
Freeman's-court - -	Poulterers' Arms - -	60 -	50 -	
—	Burton Coffee House -	66 -	50 -	
Foster-lane - - -	Fountain - - -	60 -	50 -	
Fenchurch-street -	Elephant - - -	80 -	50 -	
—	King's Head - - -	86 -	50 -	
—	India Arms - - -	100 -	50 -	
—	George - - -	80 -	50 -	
—	Horse Shoe and Magpie	95 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Grapes - - -	60 -	50 -	
—	Angel - - -	70 -	50 -	
—	Red Lion - - -	38 -	50 -	
—	Blue Anchor - - -	45 -	40 -	
Falcon-square - - -	Falcon - - -	42 -	40 -	
Friday-street - - -	Saracen's Head - - -	120 -	160 -	
—	White Horse - - -	100 -	50 -	
Finch-lane - - -	Joe's Coffee House -	60 -	50 -	
—	Cock and Woolpack -	108 -	50 -	
Fore-street - - -	Globe - - -	160 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians. The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Grapes - - -	60 -	50 -	
—	Three Mariners - - -	55 -	50 -	
—	Grapes - - -	50 -	50 -	
—	Plough - - -	48 -	50 -	
—	Golden Lion - - -	45 -	50 -	
—	Green Dragon - - -	45 -	50 -	
—	Grapes - - -	75 -	100 -	
Gutter-lane - - -	Goldsmiths' Arms - -	75 -	50 -	
—	Horns - - -	60 -	50 -	
Gracechurch-street	George and Gate - - -	63 -	50 -	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 <i>l.</i> , as that amount of rental carries the highest rate of licence duty.
—	Cross Keys - - -	365 -	50 -	
—	Spread Eagle - - -	380 -	50 -	
—	Half Moon - - -	85 -	50 -	
—	Pewter Platter - - -	40 -	30 -	
Gravel-lane - - -	Box Tree - - -	26 -	30 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Great Distaff-lane	King and Queen - - -	25 -	50 -	
—	Blue Last - - -	30 -	50 -	
Great New-street -	Three Tuns - - -	48 -	65 -	

RETURNS RESPECTING LICENSED VICTUALLERS

H O U S E S Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
		£. s.	£.	
Great Tower-street	King's Head - - -	90 -	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 <i>l.</i> , as that amount of rental carries the highest rate of licence duty.
—	Tower Shades - - -	90 -	50	
—	City Arms - - -	55 -	50	
—	Bell - - -	68 -	50	
—	White Hart - - -	62 -	50	
—	Queen's Head - - -	40 -	50	
—	Czar's Head - - -	46 -	40	
Great Carter-lane -	Bell - - -	40 -	45	
—	Swan with Two Necks -	80 -	40	
Great Swan-alley -	Swan's Nest - - -	80 -	80	
Great Bush-lane -	Bell - - -	30 -	30	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Great Trinity-lane -	Peacock - - -	40 -	40	
Great St. Helen's -	Sugar Loaf - - -	50 -	50	
George-street - -	Grapes - - -	43 -	40	
Goodman's-yard -	Red Lion - - -	26 -	40	
Golden-lane - -	Coopers' Arms - - -	35 -	40	
—	Britannia - - -	35 -	30	
—	Fountain and Still -	40 -	45	
Garlick-hill - -	Crown and Sugar Loaf -	48 -	40	
—	City Arms - - -	32 -	80	
Giltspur-street - -	Plough - - -	38 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Fortune of War - - -	56 -	90	
—	White Hart - - -	56 -	50	
Green Harbour-court,	Green Parrot - - -	32 -	40	
High Timber-street	King's Head and Lamb -	30 -	35	
—	Feathers - - -	30 -	35	
Half Moon-street -	Half Moon - - -	30 -	25	
—	Woolpack - - -	30 -	45	
—	Green Dragon - - -	30 -	50	
Hosier-lane - -	Rockingham Arms - -	40 -	50	
Harp-lane - - -	Harp - - -	62 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Three Kingdoms - - -	50 -	50	
Hart street - - -	Woolpack - - -	32 -	50	
—	Ship - - -	32 -	40	
Holborn-hill - -	St. Andrew - - -	130 -	150	
—	One Tun - - -	60 -	70	
—	King's Arms - - -	60 -	105	
—	Globe - - -	60 -	75	
—	Grapes - - -	60 -	63	
Holborn - - -	Old Furnival's Inn -	200 -	220	
—	Bell and Crown - - -	138 -	240	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Crown and Horse Shoe -	40 -	75	
—	Barnard's Inn Coffee House -	63 -	63	
—	Black Bull - - -	175 -	175	
—	Blue Posts - - -	57 -	57	
—	Old Bell - - -	175 -	175	
Huggin-lane - -	Pea Hen - - -	30 -	35	
Houndsditch - -	Fleur-de-lis - - -	40 -	50	
—	Nag's Head - - -	31 -	50	
—	George and Dragon - -	36 -	50	
—	Sir John Falstaff - -	55 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Grapes - - -	34 -	50	
—	King's Arms - - -	77 -	50	
—	Ben Jonson - - -	44 -	50	
Harrow-alley - -	Still and Star - - -	30 -	30	
—	Three Compasses - -	26 -	20	
Ivy-lane - - -	Ship - - -	63 -	70	
Jacob's Well-court	Jacob's Well - - -	30 -	28	
Jewry-street - -	Hope - - -	35 -	40	
—	Three Tuns - - -	70 -	40	
John-street - -	Angel - - -	47 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Jewin-crescent - -	Grapes - - -	35 -	30	
Jewin-street - -	Adam and Eve - - -	45 -	45	
—	Grapes - - -	40 -	40	
King-street - -	Castle - - -	80 -	50	
—	Red Cow - - -	45 -	40	
—	Guildhall Coffee House -	250 -	50	
—	Black Bull - - -	41 -	40	
—	Golden Ball - - -	55 -	84	
King William-street,	White Bear - - -	Not rated to the poor.	75	

HOUSES Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
		£. s.	£.	
King's Head-court	King's Head - -	40 -	70	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Long-lane - - -	Sun and Punchbowl - -	36 -	50	
Long-acre - - -	Barley-Mow - -	48 -	50	
—	Hand and Shears - -	46 -	50	
—	Red Cow - -	48 -	40	
—	White Hart - -	20 -	25	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Red Cow - -	50 -	50	
—	Portland Arms - -	40 -	40	
Little Tower-street	Ship - -	40 -	40	
Little College-hill -	Sugar-loaf - -	40 -	40	
Little Britain - -	Rose and Crown - -	50 -	50	
—	Cock and Crown - -	40 -	40	
—	White Horse - -	35 -	45	
—	Swan and Horse-shoe - -	40 -	50	
—	Britannia - -	50 -	100	
Little Friday-street	Old Bell - -	40 -	60	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Little Knight Rider-street,	Fleece - -	36 -	50	
—	Old Parr's Head - -	52 10	60	
Little Carter-lane -	Black Swan - -	40 -	50	
Little Trinity-lane -	Hatchet - -	29 -	30	
—	Paynsham Castle - -	28 -	30	
Little Bridge-street	Ship - -	35 -	40	
Little Bell-alley -	Shepherd and Flock - -	60 -	100	
—	Blue Last - -	60 -	130	
Little Moorfields -	Woolpack - -	36 -	44	
—	King's Arms - -	40 -	55	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Five Bells - -	45 -	40	
—	Golden Hind - -	45 -	45	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Lime-street - -	Cape of Good Hope - -	60 -	50	
—	Grapes - -	65 -	50	
—	Ship - -	120 -	50	
Lothbury - - -	Founders' Arms - -	60 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Lower Whitecross-street,	Grapes - -	40 -	30	
—	Queen's Head - -	35 -	25	
—	Peacock - -	50 -	40	
Leadenhall Market	Green Dragon and Punch Bowl - -	40 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Poulterers' Arms - -	50 -	50	
—	Bee-Hive - -	81 -	50	
—	Rose and Crown - -	100 -	50	
—	Lamb - -	120 -	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Leadenhall-street -	King's Arms - -	100 -	50	
—	Hercules - -	72 -	50	
—	Bull Inn - -	150 -	50	
—	Ship and Turtle - -	80 -	50	
—	Cock - -	70 -	50	
—	Bull's Head - -	60 -	50	
—	Crown and Anchor - -	110 -	50	
—	Golden Anchor - -	36 -	50	
—	Black Boy and Camel - -	36 -	50	
—	Grapes - -	48 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Love-lane - - -	Cock - -	42 -	40	
—	Rose and Crown - -	30 -	30	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Lower Thames-street,	Lion and Key - -	50 -	50	
—	Hope and Anchor - -	55 -	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
—	King's Arms - -	65 -	50	
—	Bear and Wheatshaf - -	64 -	50	
—	Yarmouth Arms - -	60 -	50	
—	Bell - -	60 -	50	
—	Coopers' Arms - -	85 -	50	
—	Custom House Hotel - -	158 -	50	
—	Rose and Crown - -	45 -	40	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
London House-yard	Goose and Gridiron - -	34 -	50	
Ludgate-hill - -	King's Head - -	35 -	60	
Ludgate-street - -	Sun - -	74 -	65	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	London Coffee House - -	400 -	400	
London-house-yard	Rose and Crown - -	50 -	50	

RETURNS RESPECTING LICENSED VICTUALLERS

H O U S E S		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
Occupied by Persons Licensed to sell Spirituous Liquors by Retail.				
London Wall	Sun	£. 32	£. 63	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
	Two Brewers	32	54 12	
	Three Colts	40	17	
	Stirling Castle	40	70	
	White Hart & Half Moon	40	100	
Liverpool-street	White Horse	40	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
	Crown and Cushion	100	100	
	White Lion	40	40	
	Red Lion	72	50	
Lawrence-lane	Blossoms' Inn	120	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Iad-lane	Swan-with-two-Necks	400	50	
Middle-street	Crown	32	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
	Queen Victoria	24	30	
	Montague-court, Bishopsgate-street, Ship	30	40	
	Martin's-lane	Shades	119	100
	Miles-lane	Coopers' Arms	80	60
	Minories	Woolpack	68	90
		Coach and Horses	30	40
		Ship	62	90
		Peacock	51	45
		Fountain	60	50
Mark-lane	Corn Factors' Coffee-house	115	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
	Castle	60	50	
Moorgate	New Corn Exchange	103	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
	Castle	110	50	
Mitre-street	Mitre	60	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Mincing-lane	Commercial Sale Rooms	1,250	50	
Monkwell-street	Rose	54	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Milk-street	Dolphin	66	50	
Mason's-alley	Mason's Hall	75	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Milton-street	Jacob's Well	38	38	
	Axe	40	40	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
	Greyhound	40	40	
	Grapes	42	40	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Moor-lane	Crow	50	50	
Newmans-court	White Horse	55	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
	Virginia Coffee-house	122	50	
Newgate-street	Queen's Head	110	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
	Magpie and Stump	70	50	
	Wine Vaults	60	50	
	Rainbow	60	50	
	King's Head	110	50	
Newgate-market	Salutation and Cat	70	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
	Red Cross	50	80	
	Dark House	63	80	
	King's Arms	38	60	
	Sun and Last	38	50	
Nicholls-square	Gentleman and Groom	36	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
New-street Hill	Crown and Anchor	50	88	
New-street	George the Fourth	20	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
	Magpie	36	40	
New-street square	White Swan	50	65	The Excise have adopted the valuation fixed by the Poor Law Guardians.
	Gentleman and Porter	50	50	
New Bridge-street	York Hotel	250	250	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Northumberland-alley	Coach and Horses	40	40	
Nicholas-lane	Windmill	38	70	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Nag's Head-court	Black Boy	78	80	
	Red Lion	not rated to the poor.	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
New Wharf	Star	- ditto -	56	
	Rose and Crown	44	48	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
Noble-street	Mail Coach	40	50	
	Bell	60	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Old Broad-street	Excise Coffee-house	100	50	
Old Fish-street	Rose and Crown	80	50	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 l., as that amount of rental carries the highest rate of licence duty.
	Falcon	53	50	

H O U S E S		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
Occupied by Persons Licensed to sell Spirituous Liquors by Retail.				
		£. s.	£. s.	
Old Fish-street-hill	Rummer - - -	40 -	35 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Coopers' Arms - - -	30 -	35 -	
Old Change - - -	Crown and Sceptre - - -	27 -	50 -	
—	King's Head - - -	75 -	60 -	
Oxford-arms-passage,	Oxford Arms - - -	25 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Old Swan-stairs - - -	Shades - - -	300 -	600 -	
Old Jewry - - -	King's Head - - -	40 -	40 -	
—	Three Crowns - - -	50 -	50 -	
—	Three Bucks - - -	70 -	70 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Old Bailey - - -	New Inn - - -	90 -	90 -	
—	Bell and Tuns - - -	68 -	70 -	
—	Star - - -	68 -	80 -	
—	George - - -	64 -	70 -	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the amount higher than 50l., as that amount of rental carries the highest rate of licence duty.
—	Rose - - -	53 -	80 -	
—	Pitt's Head - - -	53 -	70 -	
—	King of Denmark - - -	56 -	50 -	
Philip-lane - - -	King's Arms - - -	76 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Pope's Head-alley	City Arms - - -	75 -	50 -	
Princes-street - - -	Crown and Cushion - - -	30 -	30 -	
Pemberton-row - - -	Falcon - - -	50 -	50 -	
Primrose-street - - -	Fox and Grapes - - -	30 -	30 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Primrose-hill - - -	Grapes - - -	53 -	64 -	
—	Harrow - - -	19 -	23 -	
Poultry - - -	King's Head - - -	185 -	130 -	
Paternoster-row - - -	Chapter Coffee-house - - -	115 -	200 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Printing-house-yard	Lamb and Lark - - -	30 -	24 -	
Paul's-alley - - -	Crown - - -	36 -	60 -	
—	George - - -	40 -	35 -	
Pavement, Moorfields,	Crown and Anchor - - -	60 -	55 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Swan and Hoop - - -	90 -	35 -	
Petticoat-lane - - -	Black Horse - - -	26 -	20 -	
—	Horns - - -	30 -	25 -	
—	Sun and Star - - -	43 -	30 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Grapes - - -	26 -	40 -	
—	Coventry Cross - - -	26 -	40 -	
Pudding-lane - - -	King's Head - - -	35 -	50 -	
Priest-alley - - -	Duke's Head - - -	38 -	30 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Poppin's-court - - -	Red Lion - - -	50 -	57 -	
—	Bell - - -	50 -	60 -	
Queen's Head-passage,	Queen's Head - - -	113 -	100 -	
Queen-street - - -	Sugar Loaf - - -	62 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Three Cranes - - -	80 -	55 -	
—	King's Head - - -	50 -	50 -	
—	Queen's Arms - - -	45 -	45 -	
Queen-hithe - - -	King's Arms - - -	50 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Rose and Crown-court,	Rum Puncheon - - -	40 -	40 -	
Rood-lane - - -	White Horse - - -	50 -	50 -	
Red Lion-court - - -	Red Lion - - -	50 -	60 -	
Red Lion-square - - -	Red Lion - - -	36 -	30 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Robin Hood-court - - -	Robin Hood - - -	30 -	60 -	
Redgate-court - - -	Two Sawyers - - -	26 -	20 -	
Rosemary-lane - - -	Blue Boar - - -	81 -	110 -	
Redcross-street - - -	Three Tuns - - -	45 -	40 -	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50l., as that amount of rental carries the highest rate of licence duty.
—	Crown - - -	40 -	40 -	
St. Peter's-alley - - -	Woolpack - - -	140 -	50 -	
St. Michael's-alley	St. Michael's Coffee-house - - -	113 -	50 -	
—	Jamaica Coffee-house - - -	167 -	50 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	George and Vulture - - -	253 -	50 -	
St. Dunstan's-alley	Crown - - -	56 -	50 -	
St. Mary Hill - - -	Blue Anchor - - -	100 -	50 -	
—	Newcastle Coffee-house - - -	65 -	50 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
St. Mary Axe - - -	Blue Pig - - -	80 -	50 -	
—	Grapes - - -	56 -	50 -	
—	George - - -	56 -	50 -	
St. Martin's-court - - -	Cock - - -	46 -	40 -	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
St. Paul's Churchyard,	St. Paul's Coffee-house - - -	230 -	110 -	
—	Cathedral Coffee-house - - -	112 -	80 -	
St. Martin's-le-Grand,	Queen's Head - - -	70 -	50 -	
—	Morning Bush - - -	105 -	100 -	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Bull and Mouth - - -	600 -	600 -	

(continued)

RETURNS RESPECTING LICENSED VICTUALLERS

H O U S E S Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
		£. s.	£.	
St. Dunstan's-hill	Sun and Anchor	34 -	30	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
St. Swithin's-lane	Bay Tree	153 -	240	
St. Andrew's-hill	Three Castles	65 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Cock and Crown	57 -	40	
—	Green Dragon	55 -	55	
Smithfield	Bell	60 -	60	
—	King's Head	60 -	60	
—	Ram Inn	50 -	150	
—	Half Moon	34 -	55	
—	Golden Lion	53 -	50	
—	George	75 -	80	
—	Wheatsheaf	60 -	70	
—	Crown	45 -	40	
—	Three Tuns	45 -	50	
—	Rose Inn	60 -	84	
—	Bull's Head	45 -	100	
Shoe-lane	Red Hart	53 -	60	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Red Lion	50 -	60	
—	Noah's Ark	40 -	50	
—	Two Brewers	58 -	65	
—	Black Dog	33 -	50	
—	Blue Post	32 -	40	
—	Ben Jonson	32 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Shoemaker-row	St. Ann's Coffee House	55 -	80	
—	Rising Sun	80 -	100	
Seacoal-lane	Brown Bear	23 -	50	
Salisbury-court	Swan	53 -	64	
—	Barley Mow	63 -	76	
Salisbury-square	Riders Hotel	101 -	122	
Skinner-street	Swan	75 -	100	
—	Weavers' Arms	27 -	30	
—	Robin Hood & Little John	45 -	50	
Silver-street	Skinners' Arms	40 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Stationers'-court	Coopers' Arms	40 -	40	
—	Crown	60 -	60	
Seething-lane	Pompion	48 -	40	
Swan-street	Crown and Anvil	39 -	40	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Sharp's-buildings	Sun	63 -	100	
Sparrow-corner	Ship and Star	34 -	50	
—	Crown and Shears	30 -	65	
Somerset-street	George	30 -	50	
—	Ship	26 -	40	
Stoney-lane	Ship	24 -	40	
Sun-street	Ship	45 -	50	
Snow-hill	George Inn	131 -	100	
—	Saracen's Head	150 -	100	
—	Cock	45 -	40	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 £, as that amount of rental carries the highest rate of licence duty.
—	George	48 -	40	
—	King's Arms	150 -	50	
Threadneedle-street	Tun and Fleece	60 -	50	
—	New England	220 -	50	
—	Cock	210 -	50	
—	Baltic	160 -	50	
—	King's Head	60 -	50	
—	Hercules	80 -	50	
Throgmorton-street	Auction Mart	80 -	50	
Tokenhouse-yard	Grapes	90 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
Tower-hill	Coopers' Arms	70 -	50	
Tower-dock	Tiger	87 -	50	
Tower	Gold Chain	50 -	50	
—	King's Head	30 -	30	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Stone Kitchen	45 -	50	
Temple-street	Anchor	50 -	55	
—	Feathers	45 -	50	
—	Swan	60 -	66	
Three Tuns-passage	Grapes	57 -	110	
Tenter-street	Cripplegate Arms	45 -	50	
Talbot-court	Ship	45 -	40	
—	White Lion	55 -	50	

H O U S E S Occupied by Persons Licensed to sell Spirituous Liquors by Retail.		Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	Whether the Excise Adopt the Valuation fixed by the Poor Law Guardians, or not.
Upper Thames-st.	White Hart - - -	£. s.	£.	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Steel-yard Coffee House	30 -	40	
—	Grapes - - -	50 -	40	
—	White Bear - - -	30 -	35	
—	Swan - - -	60 -	40	
—	Black Bull - - -	68 -	70	
—	Acorn - - -	32 -	100	
—	Brown Bear - - -	37 -	30	
—	Barley Mow - - -	30 -	35	
—	Fortune of War - - -	25 -	30	
—	White Swan - - -	45 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	White Lion - - -	30 -	30	
—	Queen's Head - - -	30 -	30	
—	Fox and Goose - - -	40 -	40	
—	Hour Glass - - -	46 -	46	
—	Falcon - - -	50 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Union-street	Union - - -	60 -	60	
—	Blue Last and Sugar Loaf	65 -	70	
Wilderness-lane	Lion in the Wood - -	50 -	60	
Water-lane - -	Coach and Horses - -	32 -	38	
—	Glaziers' Arms - -	60 -	35	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 ^{l.} , as that amount of rental carries the highest rate of licence duty.
—	Queen's Head - - -	65 -	80	
—	Ship - - -	150 -	50	
—	Hambro' Coffee House -	52 -	50	
White Rose-court	Butler's Head - - -	100 -	50	
Wood-street	Magpie & Pewter Platter	105 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Angel and Crown - -	105 -	50	
—	Cross Keys - - -	150 -	50	
—	Rose and French Horn -	30 -	40	
—	Bird Cage - - -	30 -	50	
—	Golden Shears - - -	42 -	50	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Bull's Head - - -	35 -	40	
—	Bell - - -	50 -	50	
Well-court - -	Fleece - - -	65 -	65	
White Hart-street	Coffee Pot - - -	50 -	60	
Wine Office-court	Cheshire Cheese - -	60 -	100	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
Walbrook - -	Bull's Head - - -	70 -	45	
White-street	White Swan - - -	35 -	50	
Whalebone-court	Butler's Head - - -	80 -	60	
West-street - -	Crown - - -	38 -	50	
—	Coopers' Arms - - -	42 -	60	In these cases, the officers of Excise have assessed the houses from the valuation fixed by the Poor Law Guardians, but have not thought it necessary to carry the assessment higher than 50 ^{l.} , as that amount of rental carries the highest rate of licence duty.
Widgate-street	White Dog - - -	40 -	50	
—	Hoop and Grapes - -	40 -	50	
Wormwood-street	Blue Anchor - - -	60 -	48	
—	Ship - - -	60 -	50	
West Smithfield	Bartholomew Coffee House	68 -	50	The officers of Excise have not adopted the valuation fixed by the Poor Law Guardians, but the mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.
—	Lock and Key - - -	63 -	50	
—	Grapes - - -	45 -	40	
Warwick-lane	Jolly Butcher - - -	35 -	50	
—	Bell - - -	100 -	70	
—	Guy, Earl of Warwick -	35 -	40	The Excise have adopted the valuation fixed by the Poor Law Guardians.
—	Physicians' Arms - -	45 -	45	
Westmoreland-buildings, Ben Jonson	- - -	40 -	40	

— 8. —

A RETURN of the VALUE of the respective HOUSES within the Excise Collection of *Dublin*, as assessed to the Poor's Rate, occupied by Persons Licensed to sell Spirituous Liquors by Retail; showing also the Value fixed by the Officers of Excise on said Houses, in charging the Rate of Spirit Retail Licence, on granting, issuing, or renewing such Licences; said Return likewise to state and set forth whether the Excise adopt the Valuation fixed or made by the Poor Law Guardians as their Criterion of Value for charging the Excise Licence, or not.

Note.—The Officers of Excise have not adopted the Valuation fixed by the Poor Law Guardians, but the Mode provided by the Licensing Act, 6 Geo. 4, c. 81, s. 5.

H O U S E S				Value	Value	H O U S E S				Value	Value
Occupied by Persons Licensed to sell				as assessed	fixed by the	Occupied by Persons Licensed to sell				as assessed	fixed by the
Spirituous Liquors by Retail.				to the	Officers	Spirituous Liquors by Retail.				to the	Officers
				Poor's Rate.	of Excise.					Poor's Rate.	of Excise.
				£.	s.					£.	s.
Ardee-street	-	-	No. 27	20	-	Burgh-quay	-	-	No. 5	60	-
Auryer-street	-	-	No. 1	57	10		-	-	7	90	-
	-	-	12	30	-	Baggot-lane	-	-	No. 1	24	-
	-	-	18	55	-	Ball's-bridge	-	-		6	-
	-	-	44	35	-		-	-		25	-
	-	-	45	50	-		-	-		16	-
	-	-	2	50	-		-	-		30	-
Aston-quay	-	-	No. 24	30	-	Belvidere-court	-	-		12	-
Anglesea-street	-	-	No. 31	50	-	Barrock-street	-	-	No. 89	20	-
Abbey-street	-	-	No. 75	15	-		-	-	13	35	-
	-	-	112	55	-		-	-	78	25	-
	-	-	18	42	-		-	-	71	25	-
	-	-	31	45	-		-	-	66	35	-
	-	-	113	30	-		-	-	69	35	-
Artichoke-road	-	-		19	-		-	-	64	30	-
Adam-court	-	-	No. 1	25	-		-	-	63	30	-
Anne-street	-	-	No. 16	42	-		-	-	62	25	-
	-	-	18	32	-		-	-	32	30	-
	-	-	32	47	-	Boot-lane	-	-	No. 3	30	-
Amien-street	-	-	No. 37	20	-		-	-	10	25	-
	-	-	1	25	-	Bolton-street	-	-	No. 55½	50	-
	-	-	20	20	-		-	-	43	50	-
Arran-quay	-	-	No. 1	40	-		-	-	42	50	-
	-	-	41	50	-		-	-	29	50	-
	-	-	42	45	-		-	-	7	60	-
	-	-	47	40	-		-	-	3	25	-
Aughorm-street	-	-	No. 1	12	-		-	-	2	65	-
Bride-street	-	-	No. 5	35	-	Cork-street	-	-	No. 18	16	-
	-	-	28	45	-		-	-	64	10	-
	-	-	29	50	-		-	-	78	12	-
	-	-	33	50	-		-	-	84	10	-
	-	-	37	57	10	Cook-street	-	-	No. 15	40	-
	-	-	55	52	10		-	-	1	15	-
	-	-	81	60	-	Crane-street	-	-	No. 10	12	-
	-	-	82	40	-	Crane-lane	-	-	No. 15	15	-
	-	-	96	40	-		-	-	16	25	-
	-	-	98	40	-	Chamber-street	-	-	No. 1	18	-
	-	-	100	45	-		-	-	29	14	-
Bishop-street	-	-	No. 1	30	-	Coombe-street	-	-	No. 43	15	-
Bow-street	-	-	No. 4	27	-		-	-	69	10	-
Bow-lane	-	-	No. 43	15	-		-	-	90	40	-
	-	-	51	20	-		-	-	105	22	-
Bow-bridge	-	-	No. 33	17	10		-	-	139	27	-
	-	-	20	20	-	Cuffe-street	-	-	No. 1	35	-
Bridgefoot-street	-	-	No. 65	16	-		-	-	9	35	-
	-	-	59	45	-		-	-	16	37	10
	-	-	58	20	-		-	-	22	28	-
	-	-	43	25	-	Charlemont-street	-	-	No. 40	20	-
Bachelor's-walk	-	-	No. 2	90	-		-	-	53	25	-
	-	-	30	60	-		-	-	56	45	-
	-	-	9	110	-	Charlotte-street	-	-	No. 18	35	-
Baggot-court	-	-	No. 6	25	-	Cross Kevin-street	-	-	No. 23	30	-
Beresford-place	-	-	No. 1	65	-		-	-	31	26	-
Beggar's-bush	-	-		20	-		-	-	33	50	-
	-	-		20	-	Castle-market	-	-	No. 11	10	-
	-	-		25	-	Castle-street	-	-	No. 50	100	-
Burgh-quay	-	-	No. 1	60	-	Church-lane	-	-	No. 6	80	-
	-	-		40	-		-	-		30	-

HOUSES				Value		Value		HOUSES				Value		Value	
Occupied by Persons Licensed to sell				as assessed		fixed by the		Occupied by Persons Licensed to sell				as assessed		fixed by the	
Spiritous Liquors by Retail.				to the		Officers		Spiritous Liquors by Retail.				to the		Officers	
				Poor'sRate.		of Excise.						Poor'sRate.		of Excise.	
				£.	s.	£.						£.	s.	£.	
College-green	-	No. 18	-	75	-	50		Donnybrook	-	-	-	22	-	21	
-	-	28	-	110	-	50		-	-	-	6	-	19		
-	-	33	-	60	-	40		-	-	-	14	-	24		
-	-	11	-	130	-	50		-	-	-	15	-	21		
Clarendon-street	-	No. 32	-	27	-	28		Donnybrook-road	-	-	-	18	-	19	
-	-	42	-	27	10	28		Duke-street	-	No. 2	40	-	35		
Chatham-row	-	No. 4	-	30	-	40		-	-	20	40	-	35		
Crampton-quay	-	No. 2	-	90	-	28		-	-	17	102	-	50		
Crampton-court	-	No. 10	-	45	-	50		-	-	6	50	-	35		
-	-	12	-	18	-	50		-	-	8	30	-	35		
Corn Market	-	No. 18	-	30	-	35		-	-	10	30	-	35		
-	-	24	-	28	-	36		-	-	15	40	-	35		
-	-	31	-	30	-	37		Dawson-street	-	No. 1	340	-	50		
-	-	33	-	30	-	35		-	-	12	240	-	50		
Christ Church-place	-	No. 1	-	60	-	40		-	-	13	80	-	50		
Cork-hill	-	No. 4	-	60	-	40		-	-	52	60	-	50		
-	-	11	-	50	-	50		-	-	51	250	-	50		
Common-street	-	No. 3	-	20	-	26		-	-	48	320	-	50		
-	-	1	-	20	-	24		-	-	25	40	-	35		
City-quay	-	No. 2	-	25	-	39		Denzile-street	-	No. 7	30	-	28		
-	-	6	-	27	-	38		-	-	47	25	-	35		
-	-	15	-	25	-	28		-	-	37	35	-	28		
-	-	24	-	22	-	38		-	-	23	35	-	38		
-	-	29	-	35	-	40		Drumcondra	-	-	30	-	35		
-	-	30	-	25	-	36		-	-	-	20	-	30		
-	-	36	-	39	-	19		-	-	-	18	-	18		
-	-	40	-	27	-	40		Denmark-street	-	No. 17	35	-	30		
-	-	46	-	30	-	18		-	-	11	30	-	25		
-	-	53	-	30	-	30		-	-	3	35	-	35		
College-street	-	No. 10	-	60	-	40		Echlin-street	-	No. 1	25	-	25		
Clare-lane	-	No. 1	-	25	-	25		Exchequer-street	-	No. 8	20	-	36		
Clare-street	-	No. 20	-	55	-	50		Essex-street West	-	No. 9	45	-	50		
Cottage-place	-	No. 5	-	7	-	10		Essex-street	-	No. 53	35	-	30		
Constitution-hill	-	No. 27	-	30	-	40		-	-	49	30	-	30		
-	-	34	-	20	-	20		-	-	4	20	-	10		
-	-	28	-	15	-	15		-	-	39	20	-	30		
Church-street	-	No. 66	-	25	-	40		-	-	30	35	-	30		
Charles-street	-	No. 38	-	37	-	50		-	-	40	30	-	18		
Capel-street	-	No. 146	-	65	-	50		Essex-bridge	-	No. 3	75	-	50		
-	-	141	-	50	-	50		-	-	6	90	-	50		
-	-	164	-	40	-	40		Eden-quay	-	No. 3	70	-	50		
-	-	126	-	30	-	50		-	-	10	70	-	50		
-	-	125	-	55	-	50		-	-	14	65	-	50		
-	-	20	-	65	-	50		-	-	26	65	-	50		
-	-	124	-	50	-	50		-	-	28	75	-	50		
-	-	109	-	50	-	50		-	-	27	75	-	50		
-	-	106	-	55	-	50		-	-	-	60	-	50		
-	-	105	-	55	-	50		East James-street	-	No. 14	20	-	19		
-	-	145	-	60	-	50		-	-	1	48	-	50		
-	-	109	-	57	-	22		East Arran-quay	-	No. 15	25	-	20		
-	-	52	-	60	-	50		Ellis's-quay	-	No. 4	45	-	40		
-	-	59	-	40	-	42		-	-	28	25	-	18		
Cole's-lane	-	No. 6	-	30	-	10		-	-	30	35	-	35		
-	-	15	-	25	-	30		Elephant-lane	-	No. 4	30	-	30		
-	-	22	-	30	-	30		Finones-street	-	No. 9	35	-	30		
Dolphin's Barn	-	No. 51	-	14	-	8		-	-	25	30	-	37		
Dean-street	-	No. 1	-	35	-	28		Fishamble-street	-	No. 2	30	-	28		
-	-	12	-	40	-	28		-	-	3	30	-	31		
Drury-lane	-	No. 9	-	12	-	30		-	-	40	30	-	25		
-	-	34	-	5	-	18		-	-	39	30	-	25		
-	-	23	-	8	-	18		Francis-street	-	No. 62	40	-	40		
Dame-court	-	No. 1	-	45	-	28		-	-	42	35	-	40		
-	-	14	-	25	-	18		-	-	1	45	-	50		
Dame-lane	-	No. 6	-	17	10	18		-	-	20	30	-	30		
-	-	2	-	15	-	10		-	-	46	40	-	30		
Dame-street	-	No. 23	-	125	-	50		-	-	57	35	-	37		
-	-	92	-	60	-	50		-	-	6	25	-	18		
-	-	67	-	85	-	50		-	-	97	40	-	40		
-	-	87	-	70	-	50		-	-	120	27	-	27		
D'Olier-street	-	No. 16	-	85	-	50		-	-	130	28	-	30		
-	-	17	-	60	-	50		-	-	158	60	-	50		
-	-	25	-	60	-	50		-	-	36	50	-	38		
-	-	26	-	240	-	50		-	-	40	40	-	40		
Donnybrook	-	-	-	25	-	28		-	-	44	35	-	35		

RETURNS RESPECTING LICENSED VICTUALLERS

HOUSES Occupied by Persons Licensed to sell Spiritous Liquors by Retail.	Value as assessed to the Poor's Rate.		Value fixed by the Officers of Excise.		HOUSES Occupied by Persons Licensed to sell Spiritous Liquors by Retail.	Value as assessed to the Poor's Rate.		Value fixed by the Officers of Excise.
	£.	s.				£.	s.	
Fleet-street - - - No. 1 - -	50	-	50		Great Britain-street - No. 136 - -	50	-	50
- - - 79 - -	45	-	50		- - - 140 - -	40	-	50
- - - 74 - -	52	10	30		- - - 145 - -	40	-	50
- - - 46 - -	50	-	50		- - - 35 - -	40	-	50
- - - 53 - -	40	-	40		- - - 39 - -	40	-	50
- - - 54 - -	42	-	50		- - - 40 - -	35	-	50
- - - 55 - -	42	-	30		- - - 41 - -	32	-	50
- - - 58 - -	40	-	40		- - - 42 - -	50	-	50
Fitzwilliam-lane - - - No. 1 - -	25	-	30		- - - 53 - -	32	-	50
Fitzwilliam-place - - - No. 1 - -	20	-	22		- - - 60 - -	45	-	50
- - - 1 - -	20	-	18		- - - 65 - -	35	-	50
Frederick-court - - - No. 3 - -	12	-	16		- - - 81 - -	40	-	50
Four Courts - - - - -	not ass ^d	-	25		- - - 203 - -	30	-	40
Grand Canal - - - No. 5 - -	16	-	20		- - - 1 - -	30	-	50
Golden-lane - - - No. 28 - -	45	-	50		- - - 75 - -	30	-	30
- - - 29 - -	60	-	50		- - - 197 - -	50	-	30
- - - 33 - -	35	-	36		- - - 178 - -	30	-	25
- - - 42 - -	30	-	36		- - - 12 - -	35	-	40
George's-street - - - No. 2 - -	55	-	50		Granby-row - - - No. 8 - -	25	-	35
- - - 19 - -	35	-	45		- - - 15 - -	25	-	25
- - - 28 - -	28	-	30		Grange Gormon-lane - No. 2 - -	15	-	9
- - - 35 - -	40	-	50		Great Denmark-street - No. 13 - -	55	-	50
- - - 49 - -	35	-	50		Graham's-court - - - No. 1 - -	10	-	9
- - - 51 - -	45	-	50		Gloster-street - - - No. 162 - -	47	-	50
- - - 87 - -	85	-	50		Gloster-place - - - No. 14 - -	15	-	18
- - - 25 - -	50	-	50		Gregg's-lane - - - No. 7 - -	17	-	18
- - - 65 - -	80	-	50		- - - 14 - -	30	-	25
Garden-lane - - - No. 13 - -	20	-	8		Green-street - - - No. 5 - -	20	-	40
George's-quay - - - No. 1 - -	27	-	19		- - - 10 - -	20	-	10
- - - 2 1/2 - -	30	-	16		Great Strand-street - No. 47 - -	20	-	18
- - - 3 - -	32	-	16		- - - 1 - -	30	-	40
- - - 9 - -	62	-	50		Harry-street - - - No. 1 - -	25	-	28
- - - 11 - -	25	-	35		- - - 3 - -	30	-	35
- - - 15 - -	25	-	36		- - - 7 - -	27	10	50
- - - 18 - -	35	-	15		Henry-street - - - No. 1 - -	30	-	30
- - - 18 - -	27	-	20		- - - 12 - -	75	-	50
- - - 19 - -	37	-	45		- - - 35 - -	35	-	50
- - - 27 - -	37	-	45		- - - 35 - -	35	-	50
- - - 30 - -	22	-	30		- - - 35 1/2 - -	32	-	50
- - - 32 - -	65	-	50		- - - 44 - -	60	-	36
- - - 37 - -	22	-	38		- - - 54 - -	45	-	50
Great Brunswick-street, No. 44 - -	50	-	30		High-street - - - No. 67 - -	65	-	50
- - - 3 - -	45	-	24		Hollis-street - - - No. 17 - -	50	-	50
- - - 104 - -	30	-	21		- - - 18 - -	50	-	40
- - - 57 - -	40	-	30		Hawkins-street - - - No. 7 - -	30	-	15
Great Brunswick-street - - -	50	-	38		- - - 9 - -	30	-	30
Grafton-street - - - No. 63 - -	80	-	50		- - - 12 - -	22	-	30
- - - 28 - -	90	-	50		Harcourt-place - - - No. 6 - -	40	-	50
- - - 23 - -	90	-	50		Hamilton-place - - - No. 1 - -	180	-	50
- - - 21 - -	110	-	50		Hammond's-lane - - - No. 10 - -	20	-	15
- - - 13 - -	280	-	50		Haymarket - - - No. 10 - -	30	-	18
- - - 71 - -	120	-	50		- - - 11 - -	20	-	18
- - - 78 - -	110	-	50		- - - 13 - -	30	-	50
- - - 80 - -	120	-	50		Halston-street - - - No. 8 1/2 - -	30	-	16
- - - 88 - -	120	-	50		Horseman's-row - - - No. 1 - -	25	-	34
Grant-row - - - No. 1 - -	18	-	9		James-street - - - No. 49 - -	30	-	18
Gloster Diamond - No. 1 - -	20	-	25		- - - 53 - -	30	-	30
- - - 2 - -	20	-	36		- - - 61 - -	12	-	20
Great Britain-street - No. 144 - -	40	-	40		- - - 72 - -	30	-	30
- - - 84 - -	50	-	50		- - - 79 - -	20	-	15
- - - 104 - -	60	-	50		- - - 87 - -	35	-	26
- - - 89 - -	30	-	30		- - - 88 - -	20	-	18
- - - 96 - -	50	-	50		- - - 110 - -	32	10	20
- - - 90 - -	55	-	50		- - - 117 - -	25	-	30
- - - 94 - -	50	-	50		- - - 131 - -	20	-	20
- - - 91 - -	40	-	50		- - - 133 - -	20	-	18
- - - 91 - -	40	-	50		- - - 140 - -	14	-	18
- - - 127 - -	35	-	50		- - - 157 - -	16	-	18
- - - 110 - -	30	-	50		- - - 167 - -	17	10	10
- - - 83 - -	30	-	30		- - - 27 - -	20	-	20
- - - 106 - -	35	-	50		- - - 41 - -	14	-	18
- - - 130 - -	50	-	50		- - - 107 - -	25	-	10
- - - 131 - -	65	-	50		- - - 112 - -	45	-	35
- - - 132 - -	70	-	50					

H O U S E S				Value	Value	H O U S E S				Value	Value				
Occupied by Persons Licensed to sell				as assessed	fixed by the	Occupied by Persons Licensed to sell				as assessed	fixed by the				
Spirituous Liquors by Retail.				to the	Officers	Spirituous Liquors by Retail.				to the	Officers				
				Poor's Rate.	of Excise.					Poor's Rate.	of Excise.				
				£.	s.					£.	s.				
Irwin-street	-	-	No. 19	-	15	-	18	Montague-street	-	-	No. 3	-	22	-	20
	-	-	13	-	12	10	18		-	-	31	-	20	-	19
	-	-	10	-	16	-	15		-	-	51	-	30	-	30
Irish Town	-	-	-	-	5	-	9		-	-	48	-	20	-	30
	-	-	-	-	18	-	14	Mercer-street	-	-	No. 12	-	25	-	28
	-	-	-	-	25	-	28	Meath-street	-	-	No. 69	-	25	-	30
	-	-	-	-	6	-	12		-	-	66	-	28	-	20
Joseph's-lane	-	-	No. 10	-	20	-	25		-	-	51	-	35	-	40
Johnston's-place	-	-	No. 1	-	45	-	50		-	-	47	-	20	-	25
	-	-	5	-	50	-	40		-	-	40	-	30	-	40
Johnston's-court	-	-	No. 7	-	30	-	25		-	-	2	-	30	-	30
Jervis-street	-	-	No. 9	-	30	-	50		-	-	65	-	Not Ass ^d .	-	30
Kilmainham	-	-	-	-	5	-	18		-	-	53	-	14	-	18
	-	-	-	-	12	-	8	Marshalsea Prison	-	-	-	-	Not Ass ^d .	-	12
	-	-	-	-	10	-	8	Marshalsea-lane	-	-	No. 1	-	15	-	15
Kildare-street	-	-	No. 46	-	235	-	50	Mary-street	-	-	No. 59	-	36	-	35
King's Inn Quay	-	-	-	-	60	-	50		-	-	56	-	42	-	25
	-	-	10	-	70	-	50		-	-	31	-	55	-	50
Long's-place	-	-	No. 1	-	20	-	30	Mary's-lane	-	-	No. 49½	-	40	-	30
Lower Camden-street	-	-	No. 6	-	27	10	50		-	-	69	-	17	-	18
	-	-	17	-	27	10	20		-	-	66	-	40	-	35
	-	-	45	-	45	-	38		-	-	60½	-	10	-	38
	-	-	68	-	45	-	40		-	-	60	-	40	-	33
Lower Merrion-street	-	-	No. 7	-	55	-	40		-	-	49	-	35	-	38
Lower Keven's-street	-	-	No. 1	-	40	-	30	Mary's Abbey	-	-	No. 25	-	35	-	40
	-	-	36	-	30	-	18		-	-	20	-	47	-	40
	-	-	41	-	25	-	18		-	-	25	-	35	-	30
	-	-	54	-	30	-	36	Marlborough-street	-	-	No. 31	-	50	-	50
	-	-	64	-	70	-	50		-	-	84	-	30	-	40
Lower-bridge	-	-	No. 31	-	65	-	39		-	-	93	-	40	-	50
	-	-	45	-	50	-	40		-	-	109	-	50	-	50
	-	-	47	-	45	-	50		-	-	3	-	35	-	50
Lower Garden-street	-	-	No. 93	-	80	-	50		-	-	104	-	40	-	50
Lower Sackville-street	-	-	No. 45	-	140	-	50		-	-	101	-	25	-	30
	-	-	46	-	120	-	50		-	-	100	-	30	-	40
	-	-	15	-	95	-	50	Mayor-street	-	-	No. 1	-	Not Ass ^d .	-	24
	-	-	20	-	80	-	50	Moss-street	-	-	No. 1½	-	20	-	30
	-	-	21	-	400	-	50		-	-	14	-	25	-	30
Lower Liffey-street	-	-	No. 6½	-	30	-	30	Molesworth-street	-	-	No. 8	-	45	-	40
	-	-	5	-	37	-	30		-	-	5	-	40	-	50
	-	-	1	-	10	-	18		-	-	8	-	60	-	50
Lower Mount-street	-	-	No. 8	-	25	-	40	Moria-place	-	-	-	-	25	-	18
	-	-	57	-	47	-	50	Merrion-row	-	-	No. 13	-	60	-	46
	-	-	81	-	40	-	35		-	-	1	-	70	-	50
Lower Baggot-street	-	-	No. 141	-	47	-	40		-	-	14	-	60	-	50
	-	-	140	-	50	-	55		-	-	4	-	75	-	50
	-	-	138	-	45	-	40	Middle Garden-street	-	-	No. 29	-	15	-	18
	-	-	134	-	30	-	40	Mountjoy-court	-	-	No. 7	-	10	-	22
	-	-	10	-	50	-	40		-	-	1	-	10	-	18
	-	-	39	-	50	-	50	Margaret-place	-	-	No. 1	-	25	-	30
	-	-	137	-	60	-	50		-	-	18	-	18	-	30
	-	-	13	-	120	-	50	Mabbot-street	-	-	No. 66	-	30	-	25
Lower Dorset-street	-	-	No. 4	-	45	-	50		-	-	72	-	20	-	35
	-	-	28	-	35	-	30		-	-	11	-	30	-	23
	-	-	36	-	25	-	36		-	-	58	-	30	-	25
	-	-	52	-	25	-	50		-	-	23	-	15	-	18
	-	-	162	-	47	-	50	Montgomery-street	-	-	No. 22	-	10	-	15
Lower Summerhill	-	-	-	-	30	-	24	Moore-lane	-	-	No. 1	-	35	-	35
	-	-	-	-	15	-	18	Moore-street	-	-	No. 1	-	30	-	50
Little Mary's-street	-	-	No. 14	-	25	-	40		-	-	26	-	35	-	30
	-	-	21	-	27	-	40		-	-	46	-	25	-	30
Little Britain-street	-	-	No. 2	-	30	-	27		-	-	58	-	30	-	30
Lamb-alley	-	-	No. 10	-	17	10	10	Mecklinburgh-street	-	-	No. 48	-	18	-	20
Luke-street	-	-	No. 12	-	25	-	28		-	-	43	-	25	-	20
Leinster-street	-	-	No. 11	-	120	-	50		-	-	40	-	20	-	19
Leeson-lane	-	-	No. 23	-	25	-	42		-	-	1	-	Not Ass ^d .	-	40
Leeson-street	-	-	No. 159	-	60	-	50		-	-	10	-	40	-	38
	-	-	16	-	40	-	32		-	-	21	-	10	-	18
	-	-	164	-	40	-	46	Nicholas-street	-	-	No. 13	-	27	-	30
	-	-	161	-	40	-	46		-	-	29	-	40	-	45
Marrowbone-lane	-	-	No. 14	-	15	-	18		-	-	31	-	35	-	40
	-	-	53	-	30	-	14		-	-	1	-	60	-	40
Mill-street	-	-	No. 1	-	20	-	18	Newport-street	-	-	-	-	10	-	8

RETURNS RESPECTING LICENSED VICTUALLERS

HOUSES Occupied by Persons Licensed to sell Spiritous Liquors by Retail.			Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	HOUSES Occupied by Persons Licensed to sell Spiritous Liquors by Retail.			Value as assessed to the Poor's Rate.	Value fixed by the Officers of Excise.	
			£.	s.	£.			£.	s.	£.
New-street	-	No. 33	45	-	50	Park-street	-	17	-	18
-	-	78	20	-	15	-	-	40	-	35
-	-	85	20	-	18	Portland-place	-	12	-	9
-	-	96	20	-	18	-	-	-	-	-
-	-	99	15	-	18	Park Gate-street	-	25	-	18
-	-	120	18	-	18	-	-	17	-	18
-	-	130	40	-	21	-	-	40	-	30
Newmarket	-	No. 18	16	-	18	-	-	30	-	30
-	-	40	20	-	18	Princess-street	-	50	-	50
New-row	-	No. 24	40	-	30	-	-	90	-	50
Northumberland-buildings	-	-	250	-	50	-	-	40	-	40
North-wall	-	No. 2	65	-	50	Petticoat-lane	-	26	-	20
-	-	8	40	-	50	-	-	16	-	26
-	-	23	40	-	50	-	-	14	-	18
-	-	24	45	-	50	-	-	10	-	18
-	-	27	30	-	50	Pill-lane	-	30	-	50
-	-	45	30	-	30	-	-	25	-	40
North Strand	-	No. 14	2	-	18	-	-	18	-	50
-	-	45	12	-	20	-	-	55	-	40
-	-	49	17	-	50	-	-	25	-	24
North Strand	-	-	8	-	10	-	-	30	-	40
North King-street	-	No. 53	40	-	35	-	-	45	-	50
-	-	151	17	-	30	-	-	35	-	30
-	-	96	29	-	25	-	-	28	-	18
-	-	82	35	-	50	-	-	46	-	30
-	-	78	60	-	50	Patrick-street	-	40	-	40
-	-	77	40	-	50	-	-	35	-	40
-	-	72	35	-	40	-	-	30	-	31
-	-	119	25	-	18	-	-	44	-	50
-	-	69	34	-	25	-	-	30	-	30
-	-	67	27	-	35	-	-	20	-	50
-	-	155	17	-	15	-	-	25	-	30
-	-	54	20	-	22	-	-	40	-	50
-	-	45	35	-	35	-	-	30	-	25
-	-	32	50	-	35	Quin's-lane	-	16	-	19
-	-	166	30	-	30	-	-	-	-	-
-	-	168	40	-	40	Queen-street	-	45	-	40
-	-	175	45	-	50	-	-	35	-	40
-	-	109	50	-	25	-	-	40	-	40
-	-	1	45	-	50	-	-	50	-	50
North Frederick-street	No. 19	-	55	-	50	-	-	30	-	27
North Earl-street	-	No. 4	55	-	40	-	-	45	-	50
-	-	25	50	-	40	-	-	30	-	19
-	-	26	50	-	50	-	-	30	-	35
Nassau-street	-	No. 15	50	-	35	-	-	30	-	50
-	-	12	60	-	50	Robert-street	-	10	-	14
Nermis-court	-	No. 2	5	-	15	Ransford-street	-	22	-	18
New Church-street	-	No. 19	24	-	50	Richmond-street	-	15	-	13
-	-	1	20	-	50	-	-	72	10	50
Old Church-street	-	No. 73	20	-	15	-	-	52	10	50
-	-	74	22	-	35	Rogerson's-quay	-	25	-	19
-	-	75	25	-	20	-	-	25	-	24
-	-	70	20	-	24	-	-	35	-	36
-	-	39	27	-	50	-	-	40	-	46
-	-	148	20	-	24	-	-	15	-	12
-	-	139	15	-	8	-	-	45	-	18
-	-	151	35	-	50	-	-	30	-	30
-	-	38	30	-	40	-	-	35	-	40
-	-	15	40	-	35	-	-	30	-	16
-	-	12	30	-	35	-	-	30	-	25
-	-	169	35	-	20	-	-	30	-	26
-	-	2	25	-	18	Ringsend	-	20	-	17
Peter-street	-	No. 19	30	-	30	-	-	15	-	22
Peter's-row	-	No. 12	45	-	46	-	-	14	-	15
Portobello Hotel	-	-	160	-	50	-	-	15	-	15
Portobello	-	-	35	-	50	-	-	28	-	28
-	-	-	26	-	30	-	-	22	-	22
Parliament-street	-	No. 16	80	-	50	-	-	10	-	12
Poolbeg-street	-	No. 11	20	-	19	Rockroad	-	20	-	18
-	-	17	30	-	27	Russel-place	-	15	-	26
Pembroke-quay	-	No. 10	25	-	40	Ryder's-row	-	50	-	35
Power's-court	-	No. 1	16	-	16	Sandymount	-	32	-	28
-	-	2	14	-	16	-	-	45	-	28
-	-	-	-	-	-	-	-	28	-	18

HOUSES				Value	Value	HOUSES				Value	Value		
Occupied by Persons Licensed to sell				as assessed	fixed by the	Occupied by Persons Licensed to sell				as assessed	fixed by the		
Spirituous Liquors by Retail.				to the	Officers	Spirituous Liquors by Retail.				to the	Officers		
				Poor's Rate.	of Excise.					Poor's Rate.	of Excise.		
				£.	s.					£.	s.		
South Earl-street	-	No. 17	-	20	-	10	Thomas-street	-	No. 28	-	45	-	50
South King-street	-	No. 2	-	50	-	48	-	-	45	-	60	-	50
-	-	35	-	45	-	40	-	-	118	-	17	10	24
-	-	48	-	55	-	50	-	-	110	-	60	-	50
-	-	51	-	50	-	40	-	-	32	-	30	-	18
-	-	54	-	47	10	50	-	-	131	-	40	-	46
-	-	3	-	50	-	50	-	-	119	-	45	-	45
South Cumberland-street,	No. 8	-	-	22	-	24	Theatre-street	-	No. 17	-	80	-	50
South Frederick-street,	No. 3	-	-	40	-	38	-	-	5	-	50	-	50
-	35	-	-	47	-	50	-	-	1	-	70	-	50
South Frederick-lane,	No. 1	-	-	22	-	20	Tighe-street	-	No. 4	-	20	-	18
St. Andrew-street	No. 20	-	-	60	-	50	-	-	5	-	25	-	18
-	8	-	-	40	-	50	-	-	7	-	25	-	40
-	25	-	-	60	-	50	-	-	17	-	28	-	20
-	9	-	-	40	-	40	Temple-street	-	No. 9	-	25	-	40
Stephen's-green	-	No. 108	-	80	-	46	-	-	19	-	20	-	40
-	28	-	-	480	-	50	-	-	15	-	15	-	16
-	140	-	-	65	-	40	Temple Bar	-	No. 26	-	30	-	30
-	8	-	-	140	-	50	-	-	54	-	25	-	30
-	28	-	-	120	-	50	Talbot-street	-	No. 31	-	35	-	40
Stephen-street	-	No. 31	-	40	-	50	Towasend-street	-	No. 17	-	27	-	40
-	41	-	-	45	-	50	-	-	18	-	30	-	40
-	42	-	-	35	-	50	-	-	21	-	30	-	19
-	55	-	-	55	-	50	-	-	43	-	22	-	25
-	42½	-	-	25	-	18	-	-	44	-	35	-	40
Suffolk-street	-	No. 2	-	40	-	35	-	-	111	-	27	-	40
-	13	-	-	70	-	50	-	-	112	-	33	-	38
Sackville-place	-	No. 7	-	30	-	40	-	-	140	-	24	-	19
Spring-garden	-	-	-	15	-	15	-	-	141	-	30	-	19
-	-	-	-	5	-	9	-	-	146	-	35	-	50
Silver-street	-	No. 5	-	25	-	25	-	-	155	-	37	-	30
Summerhill	-	No. 66	-	40	-	50	-	-	157	-	18	-	18
-	69	-	-	37	-	50	-	-	1	-	55	-	50
-	-	-	-	25	-	20	-	-	4	-	30	-	36
-	1	-	-	65	-	50	-	-	9	-	30	-	40
-	119	-	-	38	-	25	-	-	12	-	105	-	50
-	131	-	-	25	-	30	-	-	16	-	35	-	40
-	45	-	-	40	-	50	-	-	37	-	45	-	38
-	112	-	-	18	-	20	-	-	99	-	16	-	15
Stoney Batter	-	No. 22	-	15	-	18	-	-	114	-	25	-	26
-	18	-	-	20	-	35	Upper Baggot-street,	No. 74	-	40	-	28	
-	16	-	-	20	-	25	-	-	1	-	40	-	46
-	14	-	-	45	-	50	-	-	3	-	20	-	28
-	12	-	-	25	-	20	-	-	4	-	20	-	19
-	11	-	-	30	-	50	Upper Bridge-street,	No. 131	-	30	-	40	
-	6	-	-	35	-	25	Upper Church-street,	No. 96	-	18	-	18	
-	37	-	-	20	-	30	-	-	118	-	10	-	20
Smithfield	-	No. 1	-	32	-	30	-	-	109	-	12	-	18
-	3	-	-	30	-	30	-	-	106	-	20	-	18
-	32	-	-	15	-	15	-	-	95	-	15	-	18
-	34	-	-	17	-	18	-	-	80	-	55	-	50
-	38	-	-	20	-	18	Upper Camden-street,	No. 11	-	60	-	50	
-	59	-	-	12	-	18	Upper Dorset-street,	No. 66	-	25	-	44	
Swift's-row	-	No. 6	-	35	-	30	-	-	11	-	35	-	40
Trinity-street	-	No. 9	-	55	-	50	-	-	102	-	45	-	50
-	13	-	-	40	-	50	-	-	132	-	40	-	45
-	14	-	-	60	-	50	-	-	69	-	25	-	40
-	15	-	-	50	-	50	-	-	142	-	35	-	50
Thomas-court	-	No. 11	-	20	-	18	-	-	143	-	35	-	50
Thomas-street	-	No. 86	-	32	10	40	-	-	144	-	40	-	50
-	74	-	-	60	-	50	-	-	1	-	70	-	50
-	71	-	-	40	-	38	-	-	70	-	40	-	40
-	66	-	-	45	-	36	Upper Exchange-street,	No. 1	-	35	-	17	
-	65	-	-	35	-	37	-	-	10	-	40	-	40
-	61	-	-	60	-	50	-	-	76	-	55	-	36
-	55	-	-	50	-	50	-	-	96	-	25	-	20
-	163	-	-	12	10	25	-	-	97	-	50	-	50
-	150	-	-	30	-	18	-	-	100	-	45	-	40
-	145	-	-	90	-	50	-	-	18	-	40	-	50
-	144	-	-	50	-	30	Upper Dominick-street,	No. 11	-	55	-	50	
-	127	-	-	40	-	46	Upper Liffey-street	No. 35	-	25	-	35	
-	12	-	-	40	-	35							
-	18	-	-	27	10	38							
-	20	-	-	40	-	40							

H O U S E S			Value	Value	H O U S E S			Value	Value
Occupied by Persons Licensed to sell			as assessed	fixed by the	Occupied by Persons Licensed to sell			as assessed	fixed by the
Spirituous Liquors by Retail.			to the	Officers	Spirituous Liquors by Retail.			to the	Officers
			Poor's Rate.	of Excise.				Poor's Rate.	of Excise.
			£.	s.				£.	s.
Upper Kevin-street	No. 12	-	35	-	18	William-street	No. 14	42	10
-	18	-	25	-	18	-	38	40	-
-	33	-	40	-	40	-	39	45	-
-	42	-	35	-	28	-	42	45	-
Upper Ormond-quay	No. 20	-	65	-	50	-	28	90	-
-	29	-	60	-	50	-	52	70	-
-	10	-	60	-	50	Williams-row	-	15	-
-	14	-	90	-	50	Wicklow-street	No. 2	45	-
Upper Sackville-street	No. 5	-	140	-	50	-	5	55	-
-	27	-	120	-	50	-	6	45	-
-	35	-	150	-	50	-	31	45	-
-	36	-	51	-	50	-	37	45	-
-	51	-	50	-	50	-	39	45	-
-	11	-	150	-	50	-	42	30	-
-	21	-	250	-	50	Wood-quay	No. 1	50	-
Upper Steven-street	No. 4	-	50	-	50	-	20	30	-
-	2	-	60	-	50	Wormwood-gate	No. 9	50	-
Usher's-quay	No. 37	-	75	-	25	Wellington-quay	No. 6	85	-
-	43	-	30	-	40	-	34	50	-
-	42	-	30	-	25	Werburgh-street	No. 1	60	-
-	6	-	60	-	46	-	11	35	-
-	1	-	35	-	30	Watling-street	No. 45	20	-
Verschoyle-court	No. 1	-	20	-	18	Wentworth-place	No. 24	36	-
Ward's-hill	No. 8	-	25	-	18	-	25	20	-
Wexford-street	No. 3	-	35	-	28	Westland-row	No. 8	70	-
-	11	-	50	-	50	-	49	40	-
-	26	-	40	-	40	Westmorland-street	No. 14	100	-
-	27	-	60	-	40	Whitworth-row	No. 14	8	-
-	30	-	40	-	19	Wine Tavern-street	No. 14	35	-
-	31	-	40	-	50	Wood-quay	No. 2	50	-
-	38	-	61	-	50	York-street	No. 17	35	-
-	32	-	40	-	35	-	57	20	-
						-	2	20	-

Excise Office, London, }
8 April 1841.

G. A. Cottrell,
1st Genl. Acct.

AN ACCOUNT of the Number of Gallons of FOREIGN and COLONIAL SPIRITS respectively, bonded in the United Kingdom, on which Duty has not been paid, owing to Leakage, Soakage, Reduced Strength, or other incidental Causes, for the Year ending the 10th day of October 1840.

										Number of Gallons (including Overproof).
FOREIGN SPIRITS :										
Brandy	-	-	-	-	-	-	-	-	-	38,721
Geneva	-	-	-	-	-	-	-	-	-	1,981
Other sorts	-	-	-	-	-	-	-	-	-	17
COLONIAL SPIRITS :										
Rum	-	-	-	-	-	-	-	-	-	56,435
Other sorts	-	-	-	-	-	-	-	-	-	82
TOTAL										97,236

Insp^r Gen^l Office,
Custom House, London, }
16 April 1841.

William Irving,
Insp^r Gen^l of Imports and Exports.

— 10. —

A RETURN of the Number of Gallons of HOME-MADE SPIRITS in *Great Britain* and *Ireland*, on which Duty has not been paid, owing to Leakage, Soakage, Reduced Strength, or other incidental Causes, for the Year ending 10th October 1840.

	Gallons of Home-made Spirits on which Duty has not been Paid, owing to Leakage, Soakage, Reduced Strength, or other Incidental Causes.
GREAT BRITAIN - - - - -	—
IRELAND - - - - -	13 $\frac{27}{100}$
TOTAL - - -	13 $\frac{27}{100}$

Excise-office, London, }
8 April 1841.

G. A. Cottrell,
1st Gen^l Acc^t.

LICENSED VICTUALLERS.

RETURNS of Rates charged for Licences in
England, Scotland, and Ireland; Number of
Persons Licensed to sell Beer, Wine, and
Spirits by Retail, who also hold Licences to
sell Tea, Coffee, &c.

(*Mr. O'Connell.*)

PART II.

Ordered, by The House of Commons, to be Printed,
29 April 1841.

275.—II.

Under 3 oz.

LICENSED VICTUALLERS, &c.

Further RETURN to an ORDER of the Honourable The House of Commons,
dated 9 February 1841 ;--for,

A RETURN of the RATES of LICENCES Chargeable on a Licensed Victualler in *Ireland*, holding a Licence to sell Tea, Coffee, Cocoa-nuts, Chocolate, and Pepper, in a House valued under 10 *l.* per Year, for the Sale of Beer by Retail, to be consumed upon the Premises ; also for the Sale of Spirits by Retail ; also for the Sale of Wine by Retail.

A person having an Excise Licence to retail Beer to be consumed on the premises, granted under a Certificate of the Magistrates, is held to be a Licensed Victualler.	£. s. d.
The charge for such Licence is - - - - -	1 2 - $\frac{1}{2}$
This Retail Beer Licence entitles the holder of it to a Licence to retail Spirits to be consumed on the premises.	
The charge for which Spirit Licence is - - - - -	2 4 1
The Retail Beer Licence also entitles the holder of it to take out a Licence to retail Wine to be consumed on the premises.	
The charge for this Wine Licence is as follows :	
To a person holding both the said Retail Beer Licence, and the said Retail Spirit Licence - - - - -	2 4 1
To a person holding the said Retail Beer Licence only - - -	4 8 2 $\frac{1}{2}$
<hr/>	
A person holding a Licence for the sale of Tea, Coffee, Cocoa-nuts, Chocolate, and Pepper, is, in Ireland, by the Act 6 Geo. 4, c. 81, s. 4, to be deemed a Grocer, and as such he is, by 6 & 7 Will. 4, c. 38, s. 3, prohibited from holding the aforesaid Licence for the retail of Spirits to be consumed on the premises ; but by the Act 6 Geo. 4, c. 81, and 6 & 7 Will. 4, c. 38, such a person is entitled, in Ireland only, to a Licence for the retail of Spirits in quantities not less than one pint, and not to be consumed on the premises.	
The lowest charge for such Licence, being on a rent under 25 <i>l.</i> , is	9 18 5 $\frac{1}{2}$
Supposing, therefore, a person holding an Excise Licence to retail Beer to be consumed on the premises, granted under a Magistrate's Certificate, which is held to constitute a Licensed Victualler, should (in order to allow him to hold a Tea, &c. Licence), in lieu of taking a Licence to retail Spirits to be consumed on the premises, take out, as he may (in Ireland only), a Licence for the retail of Spirits in quantities not less than one pint, and not to be consumed on the premises, the rates of his several Licences would be as follows :—	
Beer Licence - - - - -	1 2 - $\frac{1}{2}$
Spirit Licence (not to be consumed on the premises, as above) -	9 18 5 $\frac{1}{2}$
Wine Licence - - - - -	4 8 2 $\frac{1}{2}$
Licence to sell Tea, Coffee, Cocoa-nuts, &c. - - - - -	- 11 6 $\frac{1}{2}$

Excise Office, London, }
8 May 1841.

G. A. Cottrell,
1st Gen^l Acc^t.

LICENSED VICTUALLERS, &c.

A RETURN of the RATES of LICENCES
Chargeable on a Licensed Victualler in
Ireland, holding a Licence to sell Tea,
Coffee, Cocoa-nuts, Chocolate, and Pepper.

(*Mr. O'Connell*.)

PART III.

*Ordered, by The House of Commons, to be Printed,
11 May 1841.*

275.—III.

Under ½ oz.

NEEDLES AND FISH-HOOKS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 23 February 1841 :—for,

COPY of a MEMORIAL presented to the BOARD of TRADE, in November last, from the Manufacturers of *Redditch*, in the County of *Worcester*, relative to the proposed INCREASE of DUTIES upon the Importation of NEEDLES and FISH-HOOKS into *France*.

Ordered, by The House of Commons, to be Printed, 3 March 1841.

TO THE RIGHT HONOURABLE AND HONOURABLE THE
BOARD OF TRADE.

The MEMORIAL of the undersigned Manufacturers,

Sheweth,

THAT your Memorialists are Manufacturers of Needles and Fish-hooks, residing in and near *Redditch*, in the county of *Worcester*, and respectfully beg permission to lay before your honourable Board a statement of the injurious effects produced upon the commerce of your Memorialists with France, by an ordonnance passed by the French Government, on the 24th of September 1840, which imposed an enormous increase of the duties upon Needles and Fish-hooks imported into that country; and also to pray your honourable Board to adopt such measures as may be deemed best calculated to induce the French Government to rescind the said duties.

The duty of two francs twenty centimes per killogramme, formerly paid upon needles on their importation into France, amounted to an average ad valorem duty of about 10 per cent. on the bulk of needles exported from England. The duty now enforced by the aforesaid Ordonnance, is eight francs eighty centimes, and is equivalent to the excessive rate of about 40 per cent. upon their value. There are some fine qualities, sold in comparatively small quantities, upon which the duty falls less heavily; but this is counterbalanced by its great pressure on the inferior qualities, the duty upon which cannot now be estimated at less than 75 per cent.

It appears from the report made by Monsieur A. Gouin, the then French Minister of Commerce, to the King of the French, which was published together with the Ordonnance in the *Moniteur* of the 26th of September last, that a duty of 10 to 11 per cent. upon needles was considered to be a sufficient protection to the French manufacturers. It would therefore seem that the Minister of Commerce had been imposed upon as to the facts of the case; otherwise he would have been aware that the protective duty therein stated to be required, was already exacted, and consequently that no augmentation was needed. And your Memorialists have further reasons for believing that the grossest misrepresentations upon the subject were made to the French Government, from the fact that a French manufacturer of needles, Monsieur Cadon Tailfer, of *Laigle*, (who came to this town the 23d of October in the present year, to endeavour to procure good workmen, and by attempting to deceive your Memorialists as to the ultimate effects of the new tariff, to induce your Memorialists not to take any steps to procure an abolition of the same,) avowed to some of your Memorialists, that by means of his statements, and his influence with certain members of the Chamber of Deputies, he had manœvered the French Government into the adoption of the new tariff on needles and fish-hooks. It could also be proved by witnesses known to certain of your Memorialists, that the gold medal which was awarded to Monsieur Cadon Tailfer, at the French Exposition of 1839, for his improvements in the manufacture of needles, fish-hooks and steel wire, was obtained by him, so far as concerned the needles, by representing English needles (a quantity of which he purchased from certain of your Memorialists,) to be *bonâ fide* of his own manufacture.

Your Memorialists are moreover supported in their views of the case by the largest importer of needles in France, who has presented a petition against the new duty to the French Government; a copy of which petition is transmitted herewith; and your Memorialists respectfully invite your honourable Board to a perusal thereof.

The French duty upon fish-hooks was formerly one franc ten centimes per killogramme; the new tariff has raised it to two francs twenty centimes, which is as severe a tax, in proportion to their value, as the duty is upon the needles, and produces the same disastrous effects upon the commerce in these goods.

The effect of these excessively heavy duties has been to diminish, most materially, the demands from France for English needles and fish-hooks, and to cause the orders for inferior qualities almost entirely to cease. A very considerable number of mechanics have consequently been deprived of employment; and it is greatly feared, if the new duties be continued, that some thousands of mechanics, now engaged in the manufacture of needles and fish-hooks in this town, and its vicinities, will eventually be thrown out of work.

Your Memorialists, therefore, pray your honourable Board to be pleased to adopt immediate measures to induce the French Government (which being newly formed, may not yet be open to the intrigues which appear in this matter to have influenced the former Ministry) to rescind the new duties upon needles and fish-hooks, and to substitute those previously in force. And your Memorialists feel assured that the Prussian Government would most gladly co-operate with your honourable Board, in endeavouring to attain the above object, which must be of as great moment to the manufacturers in that country, as it is of vital importance to your Memorialists.

(signed)

R. Hemming & Son,
W. & W. Field.
Edwin Smallwood.
Reading & Turner.
Thomas Field.
Joseph Warin.
John English & Co.
George Webb & Sons.
Edward Hemming.
William Parsons.
J. G. Whissell.
Thomas Rimmer.
William Bartleet.
Welch & Sons.
John & Matthew Mills & Co.
William Warner Gould.
Richard Harrison.
James Thomas, sen.
Edward Perks.
William Bartleet & Sons.
Thomas & Joseph Holyoake.
William Gould.
John Choyce Chambers.
Thomas Turner.
John Avery.
James Smith & Sons.
E. Evetts & Sons.
John Radbone & Co.
James Pardow.

William Hall.
Solomon Shrimpton.
William Gibbs.
Henry Heming.
Richard Wyers.
William Lewis.
Thomas Tandy & Co.
William Martin & Co.
Joseph Turner.
Henry Milward & Sons,
James Holyoake.
Thomas Baylis.
John James.
Joseph Small.
Samuel Thomas.
William Allwood & Sons.
Thomas Boulton.
William Davies.
Abel Morrall.
Edmund Lloyd & Co.
James Avery & Co.
Charles Swann.
Boulton & Son.
Thomas & James Bate,
E. Ganardner.
Henry Avery.
James Thomas, jun.
J. Osborne & Co.

Redditch, 14 November 1840.

NEEDLES AND FISH-HOOKS.

COPY of a MEMORIAL presented to the BOARD OF
TRADE in November 1840, from the Manufacturers
of *Redditch*, in the County of *Worcester*, relative
to the proposed INCREASE of DUTIES upon the
Importation of NEEDLES and FISH-HOOKS into
France.

(*Mr. Barneby.*)

Ordered, by The House of Commons, to be Printed,
3 March 1841.

S O A P.

RETURN to an Order of the Honourable the House of Commons,
dated 18 February 1841 ;—for,

— (1.) —

AN ACCOUNT of all SOAP made in each Town in *Great Britain*, distinguishing Hard from Soft, from the 5th day of January 1840 to the 5th day of January 1841.

— (2.) —

AN ACCOUNT of all SOAP EXPORTED, specifying the Port from whence Shipped, and the Amount of Drawback paid thereon, from the 5th day of January 1840 to the 5th day of January 1841.

— (3.) —

AN ACCOUNT of the QUANTITY of SOAP, distinguishing Hard from Soft, and the Amount of all Allowances and Drawbacks made to the Manufacturers of Woollens, Linens, Silks, and others, from the 5th day of January 1840 to the 5th day of January 1841.

— (4.) —

AN ACCOUNT of all SOAP EXPORTED to *Ireland*, Hard and Soft, the Port from whence Shipped, and the Amount of Drawback paid thereon, from the 6th day of January 1840 to the 5th day of January 1841.

— (5.) —

AN ACCOUNT of all SOAP IMPORTED into *Great Britain*, Hard and Soft, the Port at which it was Imported, and the Amount of Duty paid thereon, from the 5th day of January 1840 to the 5th day of January 1841.

— (6.) —

AN ACCOUNT of the Names of all Persons CONVICTED of DEFRAUDING the REVENUE arising from SOAP; the Date of Conviction; the Amount of the several Penalties, whether the Person so Convicted had been previously Convicted or Fined, or had had Penalties compromised; the Amount paid to the Seizing Officers for each Conviction; and the Names, Dates, and the Amount of Penalties paid in all Cases which had been compromised, or tried before the Summary Court of Excise, from the 5th day of January 1840 to the 5th day of January 1841.

(*In continuation of Parliamentary Paper, No. 140, Session 1840.*)

(*Mr. Hawes.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

— (1.) —

AN ACCOUNT of all SOAP made in each Town in *Great Britain*, distinguishing Hard from Soft, from 5th January 1840 to 5th January 1841.

ENGLAND.

COLLECTIONS.	T O W N S.	Year ended 5th January 1841.	
		Hard Soap.	Soft Soap.
		<i>Lbs.</i>	<i>Lbs.</i>
Barnstaple - - - -	Dunster - - - -	1,301	—
Bath - - - -	Bath - - - -	755,928	—
Bedford - - - -	Towcester - - - -	154,667	—
	Bedford - - - -	50,940	—
Bristol - - - -	Bristol - - - -	7,813,721	287,097
Cambridge - - - -	Cambridge - - - -	40,727	—
Canterbury - - - -	Canterbury - - - -	272,017	—
Chester - - - -	Chester - - - -	317,100	—
Coventry - - - -	Leicester - - - -	38,708	—
Derby - - - -	Derby - - - -	276,749	—
Dorset - - - -	Dorchester - - - -	105,455	—
	Castle Carey - - - -	4,330	—
	Blandford - - - -	3,481	—
	Sturminster - - - -	3,214	—
Durham - - - -	South Shields - - - -	1,025,642	—
Essex - - - -	Maldon - - - -	142,087	—
Exeter - - - -	Honiton - - - -	1,363	—
Gloucester - - - -	Gloucester - - - -	1,224,352	—
	Thornbury - - - -	203,547	—
	Stroud - - - -	17,091	—
Grantham - - - -	Stamford - - - -	643,529	—
Halifax - - - -	Burnley - - - -	14,790	—
Hants - - - -	Portsmouth - - - -	608,564	—
	Gosport - - - -	409,986	—
	Fareham - - - -	6,240	—
Hull - - - -	Hull - - - -	4,825,125	696,120
	Bridlington - - - -	50,031	—
Isle of Wight - - - -	Southampton - - - -	- - -	192
	Newport - - - -	12,762	—
Lancaster - - - -	Preston - - - -	243,703	—
	Lancaster - - - -	80,061	—
Leeds - - - -	Bradford - - - -	- - -	1,446,079
	Wakefield - - - -	1,164,357	—
	Leeds - - - -	539,925	—
Lichfield - - - -	Birmingham - - - -	173,041	—
Lincoln - - - -	Louth - - - -	317,281	—
	Lincoln - - - -	100,603	—
	Spilsby - - - -	50,867	—

COLLECTIONS.	T O W N S.	Year ended 5th January 1841.	
		Hard Soap.	Soft Soap.
		<i>Lbs.</i>	<i>Lbs.</i>
Liverpool - - - -	Liverpool - - - -	46,103,782	5,643,542
Lynn - - - -	Holt - - - -	45,997	—
Manchester - - - -	Manchester - - - -	500,451	86,170
Newcastle - - - -	Newcastle - - - -	2,556,568	—
	Gateshead - - - -	2,233,355	—
Northampton - - - -	Oakham - - - -	20,004	—
	Northampton - - - -	17,122	—
Northwich - - - -	Runcorn - - - -	12,339,986	—
	Warrington - - - -	2,900,652	—
	Northwich - - - -	12,017	—
Norwich - - - -	Norwich - - - -	1,651,308	—
	Yarmouth - - - -	502,831	—
Plymouth - - - -	Plymouth - - - -	2,896,687	—
	Devonport - - - -	18,896	—
Reading - - - -	Wallingford - - - -	22,019	—
Rochester - - - -	Deptford - - - -	580,275	—
Sheffield - - - -	Sheffield - - - -	907,474	—
Stourbridge - - - -	Smethwick - - - -	2,896,215	—
	Dudley - - - -	293,420	—
Suffolk - - - -	Ipswich - - - -	646,975	—
	Clare - - - -	238,275	—
	Bury - - - -	201,761	—
	Nayland - - - -	25,691	—
Surrey - - - -	Brentford - - - -	5,071,543	—
	Brompton - - - -	284,411	—
	Staines - - - -	15,667	—
Sussex - - - -	Arundel - - - -	347,351	—
	Lewes - - - -	302,278	—
	Horsham - - - -	75,681	—
Wellington - - - -	Bridgwater - - - -	53,758	—
	Taunton - - - -	43,478	—
	Langport - - - -	34,512	—
	Collumpton - - - -	7,098	—
	Sherburne - - - -	1,442	—
Worcester - - - -	Bromsgrove - - - -	5,288,442	—
York - - - -	York - - - -	424,867	—
	Country - - - -	111,255,574	8,159,200
	London - - - -	37,548,000	758,468
	TOTAL - - - -	148,803,574	8,917,668

SCOTLAND.

COLLECTIONS.	T O W N S.	Year ended 5th January 1841.	
		Hard Soap.	Soft Soap.
		Lbs.	Lbs.
Aberdeen - - - -	Aberdeen - - - -	- - -	899,592
Ayr - - - - -	Ayr - - - - -	7,089	30,620
	Greenock - - - -	70,440	53,742
	Paisley - - - - -	955,461	945,056
Edinburgh - - - -	Leith - - - - -	2,111,124	81,562
Fife - - - - -	Dunfermline - - - -	339,700	—
Glasgow - - - - -	Glasgow - - - - -	5,761,144	2,607,616
Haddington - - - -	Preston-Pans - - - -	590,512	—
Montrose - - - - -	Montrose - - - - -	307,804	—
Stirling - - - - -	Stirling - - - - -	273,220	—
TOTAL SCOTLAND - - - - -		10,416,494	4,618,188
Totals collected :			
ENGLAND - - - - -		148,803,574	8,917,668
SCOTLAND - - - - -		10,416,494	4,618,188
GREAT BRITAIN - - - - -		159,220,068	13,535,856

Excise Office, London, }
14 April 1841. }

G. A. Cottrell,
First General Accountant.

— (2.) —

AN ACCOUNT of all SOAP EXPORTED, specifying the Port from whence Shipped, and the Amount of Drawback paid thereon, from the 5th day of January 1840 to the 5th day of January 1841.

P O R T S.	Year ended 5th January 1841.		
	Pounds Weight of Soap Exported to Foreign Parts.		Amount of Drawback.
	Hard.	Soft.	
	Lbs.	Lbs.	£. s. d.
Aberdeen - - - - -	1,121	- - -	7 - 1½
Borrowstoness - - - - -	448	- - -	2 16 -
Bristol - - - - -	118,141	- - -	754 16 -½
Dundee - - - - -	47,380	- - -	296 2 6
Glasgow - - - - -	155,122	- - -	985 6 11½
Greenock - - - - -	227,757	448	1,446 9 3¼
Grimsby - - - - -	385	- - -	2 8 1½
Hull - - - - -	27,242	- - -	170 13 3
Leith - - - - -	104,416	128	659 11 4
Liverpool - - - - -	17,507,985	3,104	111,780 10 10½
London - - - - -	3,505,737	3,264	22,677 12 4
Newcastle - - - - -	68,964	- - -	445 14 6
Newport - - - - -	1,127	- - -	7 - 10
Plymouth - - - - -	176,094	- - -	1,110 19 9
Poole - - - - -	5,522	- - -	34 10 3
Port Glasgow - - - - -	30,034	64	190 1 7
Whitehaven - - - - -	26,600	- - -	173 10 3
TOTAL - - - - -	22,004,075	7,008	140,745 4 -½

Excise Office, London, }
14 April 1841. }

G. A. Cottrell,
First General Accountant.

— (3.) —

AN ACCOUNT of the QUANTITY of SOAP, distinguishing Hard from Soft, and the Amount of all Allowances and Drawbacks made to the Manufacturers of Woollens, Linens, Silks, and others, from 5th January 1840 to 5th January 1841.

Year ended	ALLOWANCES MADE TO THE MANUFACTURERS OF									
	WOOLLENS.			LINENS.			SILKS.			*
	Hard.	Soft.	Amount.	Hard.	Soft.	Amount.	Hard.	Soft.	Amount.	
	Lbs.	Lbs.	£. s. d.	Lbs.	Lbs.	£. s. d.	Lbs.	Lbs.	£. s. d.	
5 January 1841.	6,021,114	6,611,178	42,519 3 11	6,798	1,325	47 6 1	1,578,483	1,286,531	14,574 3 6	

ALLOWANCES MADE TO THE MANUFACTURERS OF			TOTAL QUANTITY.		TOTAL AMOUNT.	Year ended
FLAX OR COTTON.			Hard.	Soft.		
Hard.	Soft.	Amount.	Lbs.	Lbs.	£. s. d.	
1,965,414	611,859	14,514 17 8	9,571,809	2,510,893	71,655 11 2	5 January 1841.

Excise Office, London, }
14 April 1841.

G. A. Cottrell,
First General Accountant.

— (4.) —

AN ACCOUNT of all SOAP EXPORTED to Ireland, Hard and Soft, the Port from whence Shipped, and the Amount of Drawback paid thereon, from 6th January 1840 to 5th January 1841.

P O R T S.	Year ended 5th January 1841.		
	Pounds Weight of Soap Exported to Ireland.		Amount of Drawback.
	Hard.	Soft.	
	Lbs.	Lbs.	£. s. d.
Ayr - - - - -	- - -	2,560	11 4 -
Bristol - - - - -	1,883	10,688	56 5 7½
Glasgow - - - - -	1,748	72,693	318 15 9½
Greenock - - - - -	- - -	3,840	16 16 -
Liverpool - - - - -	9,789,324	97,463	63,007 5 4
London - - - - -	83,744	- - -	707 10 9½
Plymouth - - - - -	53,409	- - -	339 5 1½
TOTAL Exported to Ireland - - -	9,930,108	187,244	64,457 2 8

Excise Office, London, }
14 April 1841.

G. A. Cottrell,
First General Accountant.

— (5.) —

AN ACCOUNT of all SOAP IMPORTED into *Great Britain*, Hard and Soft, the Port at which it was Imported, and the Amount of Duty paid thereon, from the 5th January 1840 to 5th January 1841.

PORTS AT WHICH IMPORTED.										Year ended 5th January 1841.				
FOREIGN HARD SOAP Imported into Great Britain.	{	London	-	-	-	-	-	-	-	Cwts.	grs.	lbs.		
		Dovor	-	-	-	-	-	-	-	499	2	3		
		Southampton	-	-	-	-	-	-	-	4	2	25		
		Plymouth	-	-	-	-	-	-	-	0	2	1		
		Falmouth	-	-	-	-	-	-	-	0	0	6		
		Liverpool	-	-	-	-	-	-	-	0	0	6		
		Hull	-	-	-	-	-	-	-	131	1	12		
		Leith	-	-	-	-	-	-	-	2	2	13		
		Glasgow	-	-	-	-	-	-	-	0	0	5		
										4	0	11		
TOTAL Quantity Imported										642	2	27		
" " Entered for Home Consumption										277	1	17		
Amount of Duty received thereon										£.	s.	d.		
										1,279	18	8		
FOREIGN SOFT SOAP Imported into Great Britain.	{	London	-	-	-	-	-	-	-	Cwts.	grs.	lbs.		
		Dovor	-	-	-	-	-	-	-	81	2	3		
		Rye	-	-	-	-	-	-	-	4	3	5		
		Plymouth	-	-	-	-	-	-	-	0	0	12		
		Liverpool	-	-	-	-	-	-	-	0	0	10		
										0	3	25		
		TOTAL Quantity Imported										87	1	27
		" " Entered for Home Consumption										54	3	27
		Amount of Duty received thereon										£.	s.	d.
												203	2	6

Inspector-General's Office,
Custom-House, London,
6 April 1841.

William Irving,
Inspector-General of Imports and Exports.

AN ACCOUNT of all SOAP IMPORTED into *Great Britain*, Hard and Soft, the Port at which it was Imported, and the Amount of Duty paid thereon, from the 5th day of January 1840 to the 5th day of January 1841 (so far as relates to the Excise Department).

P O R T S.										Year ended 5th January 1841.			
										Pounds Weight of Soap Imported from Ireland.		Amount of Duty.	
										Hard.	Soft.		
										Lbs.	Lbs.	£.	s. d.
Ayr	-	-	-	-	-	-	-	-	-	17,032	-	110	18 11½
Bristol	-	-	-	-	-	-	-	-	-	8,176	-	52	3 1½
Carlisle	-	-	-	-	-	-	-	-	-	1,214	-	7	16 3½
Cardiff	-	-	-	-	-	-	-	-	-	52	-	-	6 6
Girvan	-	-	-	-	-	-	-	-	-	8,751	-	56	14 -
Glasgow	-	-	-	-	-	-	-	-	-	563,191	514	3,634	14 11½
Greenock	-	-	-	-	-	-	-	-	-	28,913	-	189	14 11½
Kirkaldy	-	-	-	-	-	-	-	-	-	2,226	-	14	12 2
Leith	-	-	-	-	-	-	-	-	-	1,103	-	7	4 9½
Liverpool	-	-	-	-	-	-	-	-	-	69,292	-	447	8 9½
London	-	-	-	-	-	-	-	-	-	5,593	-	35	6 -½
Mary Port	-	-	-	-	-	-	-	-	-	1,120	-	7	5 7½
Stranr er	-	-	-	-	-	-	-	-	-	1,458	-	9	6 9½
Whitehaven	-	-	-	-	-	-	-	-	-	5	-	-	8
TOTAL										708,126	514	4,573	13 8

Excise Office, London,
14 April 1841.

G. A. Cottrell,
First General Accountant.

— (6.) —

AN ACCOUNT of the Names of all Persons CONVICTED of DEFRAUDING the REVENUE arising from SOAP; the Date of Conviction; the Amount of the several Penalties; whether the Person so Convicted had been previously Convicted or Fined, or had had Penalties Compromised; the Amount paid to the Seizing Officers for each Conviction; and the Names, Dates, and the Amount of Penalties paid in all Cases which had been compromised or tried before the Summary Court of Excise, from the 5th day of January 1840 to the 5th day of January 1841.

NAMES of the Persons Convicted.	DATE of Conviction.	AMOUNT of Penalty.	AMOUNT paid to the Revenue.	AMOUNT paid to the Seizing Officers.	Amount Compromised.	
	1840.	£. s. d.	£. s. d.	£. s. d.	£.	
Josiah Smith - -	17 Jan.	- 5 -	- 2 6	- 2 6	- -	- not previously convicted.
Edward Harman - -	- - -	30 - -	- - -	- - -	- -	- ditto - not settled.
James Murphy - -	- - -	30 - -	- - -	- - -	- -	- ditto.
Michael Brown, James Innes, and Mary A. Brown - - - }	- - -	3 3 -	1 19 11	1 19 11	- -	- not previously convicted.
Hugh Brown - -	16 Mar.	3 - -	1 6 5	1 6 4	- -	- ditto.
Daniel M'Kinnon - -	16 „	3 - -	1 6 4	1 6 5	- -	- ditto.
Norman M'Leary - -	16 „	7 - -	3 1 6	3 1 6	- -	- ditto.
Alexander Gardner - -	3 April	6 6 -	2 19 10	2 19 11	- -	- ditto.
B. Donogan - -	9 „	- - -	2 10 -	2 10 -	5	- ditto.
B. Donogan - -	14 „	- - -	2 10 -	2 10 -	5	- has been previously convicted.
R. C. Bucknell - -	Hilary Term.	500 - -	- - -	- - -	- -	- not previously convicted - not settled.
Richard Higgins - -	Easter Term.	500 - -	- - -	- - -	- -	- ditto.
Andrew Ritchie - -	7 Sept.	5 - -	1 16 -	1 16 -	- -	- not previously convicted.
A. Nichollson - -	19 „	50 - -	- - -	- - -	- -	- ditto - not settled.
Horley & Co. - -	2 Nov.	- - -	- - -	- - -	2	- ditto.
James Fairlie - -	9 „	3 - -	1 6 2	1 6 2	- -	- has been previously convicted.

Tried before the Summary Court of Excise.

John Dommett - -	21 July	100 - -	- - -	- - -	- -	- ditto - not settled.
Robert Thurston - -	27 Aug.	50 - -	23 12 6	23 12 6	- -	- not previously convicted.

Excise Office, London }
14 April 1841.

G. A. Cottrell,
First General Accountant.

S O A P.

AN ACCOUNT of all Soap made in each
Town in *Great Britain*; Soap Exported and
Imported, and Allowances and Drawbacks
thereon; also, CONVICTIONS for defrauding
the Revenue arising from Soap.

(*Mr. Hawes.*)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

256.

Under 1 oz.

SPIRITS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 31 March 1841;—for,

— 1. —

AN ACCOUNT of the Total Gallons of PROOF SPIRITS DISTILLED in *England, Scotland, and Ireland* respectively; distinguishing the Quantities produced from Malt, and from a Mixture of Malt and Unmalted Grain, or from any other Ingredient; showing also the Total Quantity of each Sort in the *United Kingdom*, for the Year ending 5 January 1841.

— 2. —

AN ACCOUNT of the Number of Gallons of PROOF SPIRITS (distinguishing the Sorts) on which DUTY was paid for Home Consumption, in each of the Three Kingdoms, with the Rate per Gallon, and Amount of such Duty; also, the Total of Gallons and Duty in the *United Kingdom*, for the Year ending 5 January 1841.

— 3. —

AN ACCOUNT showing, under separate Heads, the Number of Gallons of PROOF SPIRITS (distinguishing the Materials from which made) IMPORTED into each Kingdom from each of the others respectively, and including, in the Cases of *England* and *Scotland*, those conveyed either by Land or Sea; stating also the Rate of Duty per Gallon, and the Total Amount thereof in each Case, and what Portion of such Duty was paid on Removal of the Spirits from Bond, and what after their Arrival at the Place of Destination, for the Year ending 5 January 1841.

— 4. —

AN ACCOUNT of the Total Number of Gallons of PROOF SPIRITS permitted out from Distillers' Stocks in *England*, and the Total Number of Gallons Proof of *British* Brandy and Spirits of Wine permitted out from Rectifiers' Stocks in *England*, for the Year ending 5 January 1841; also, the Stocks remaining in the Hands of *English* Distillers on 5th January 1841.

— 5. —

AN ACCOUNT of the Total Number of Proof Gallons of RUM, BRANDY, GENEVA, and all other Spirits that paid DUTY in each Kingdom, from the 5th day of January 1840 to the 5th day of January 1841; Rate of Duty per Gallon, and Amount thereof; Total Number of Gallons of each Kind, and Total Duty thereon; Total Number of Gallons of all Kinds, and Total Duty thereon, for the *United Kingdom*, showing the Total Number of Proof Gallons of all Kinds that paid Duty, and Total Amount thereof, in each Kingdom, and Total Number of Gallons, and Total Duty thereon, in the whole of the *United Kingdom*, from the 5th day of January 1840 to the 5th day of January 1841.

(*Mr. Bainbridge.*)

Ordered, by The House of Commons, to be Printed,
17 May 1841.

— No. 1. —

AN ACCOUNT of the Total Gallons of PROOF SPIRITS DISTILLED in *England, Scotland, and Ireland* respectively; distinguishing the Quantities in the *United Kingdom*, for the

YEAR ending 5 January	ENGLAND.				SCOTLAND.			
	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From any other Ingredient.	TOTAL.	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From any other Ingredient.	TOTAL.
1841	-	5,918,435	-	5,918,435	6,522,568	2,298,962	-	8,821,530

— No. 2. —

AN ACCOUNT of the Number of Gallons of PROOF SPIRITS (distinguishing the Sorts) on which DUTY was paid for Home Consumption, in each for the Year ending

YEAR ending 5 January	PROOF SPIRITS ON WHICH DUTY WAS PAID FOR CONSUMPTION IN									
	ENGLAND.					SCOTLAND.				
	Gallons made from		Total	Rate	Amount	Gallons made from		Total	Rate	Amount
	Malt only.	a Mixture of Malt with Unmalted Grain.	Gallons.	per Gallon.	of Duty.	Malt only.	a Mixture of Malt with Unmalted Grain.	Gallons.	per Gallon.	of Duty.
1841	221,070	3,283,505	3,504,575	7 6	1,314,215 12 6	2461,845	236,708	2,698,553	3 4	449,758 16 8
	302,308	4,471,265	4,773,573	7 10	1,869,649 8 6	3,117,335	364,250	3,481,585	3 8	638,290 11 8
	523,378	7,754,770	8,278,148	-	3,183,865 1 -	5,579,180	600,968	6,180,138	-	1,088,049 8 4

— No. 3. —

AN ACCOUNT showing, under separate Heads, the Number of Gallons of PROOF SPIRITS (distinguishing the Materials from which made) IMPORTED stating also the Rate of Duty per Gallon, and the Total Amount thereof in each case; and what portion of such Duty was paid on

YEAR ending 5 January	PROOF SPIRITS IMPORTED INTO							
	ENGLAND,				FROM SCOTLAND.			
	Gallons made from		Total Gallons.	Rate	Amount of Duty paid		Total Amount	
	Malt only.	a Mixture of Malt with Unmalted Grain.		per Gallon.	On Removal from Bond.	After Arrival at the Place of Destination.	of Duty.	
1841	220,303	785,091	1,005,394	7 6	295,760 4 8	81,262 10 4	377,022 15 -	
	300,637	750,609	1,051,246	7 10	159,213 5 11	252,524 14 5	411,738 - 4	
TOTAL	520,940	1,535,700	2,056,640	-	454,973 10 7	333,787 4 9	788,760 15 4	

— No. 1. —

produced from Malt, and from a Mixture of Malt and Unmalted Grain, or from any other Ingredient; showing also, the Total Quantity of each Sort Year ending 5 January 1841.

NUMBER OF GALLONS DISTILLED.

I R E L A N D.				THE UNITED KINGDOM.			
From Malt only.	From a Mixture of Malt with Unmalted Grain.	From any other Ingredient.	TOTAL.	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From any other Ingredient.	TOTAL.
154,766	7,126,663	- - -	7,281,429	6,677,334	15,344,060	- - -	22,021,394

— No. 2. —

of the Three Kingdoms, with the Rate per Gallon, and Amount of such Duty; also, the Total of Gallons and Duty in the *United Kingdom*, 5 January 1841.

PROOF SPIRITS ON WHICH DUTY WAS PAID FOR CONSUMPTION IN								
I R E L A N D.					THE UNITED KINGDOM.			
Gallons made from		Total Gallons.	Rate per Gallon.	Amount of Duty.	Gallons made from		Total Gallons.	Amount of Duty.
Malt only.	a Mixture of Malt with Unmalted Grain.				Malt only.	a Mixture of Malt with Unmalted Grain.		
209,528	2,831,309	3,040,837	s. d. 2 4	£. s. d. 354,764 6 4	2,892,443	6,351,522	9,243,965	£. s. d. 2,118,738 15 6
332,322	4,027,892	4,360,214	2 8	581,361 17 4	3,751,965	8,863,407	12,615,372	3,089,301 17 6
541,850	6,859,201	7,401,051	- -	936,126 3 8	6,644,408	15,214,929	21,859,337	5,208,040 13 -

— No. 3. —

into each Kingdom from each of the others respectively, and including, in the cases of *England* and *Scotland*, those conveyed either by Land or Sea; removal of the Spirits from Bond, and what after their Arrival at the Place of Destination, for the Year ending 5 January 1841.

PROOF SPIRITS IMPORTED INTO						
E N G L A N D,						
FROM IRELAND.						
Gallons made from		Total Gallons.	Rate per Gallon.	Amount of Duty paid		Total Amount of Duty.
Malt only.	a Mixture of Malt with Unmalted Grain.			On Removal from Bond.	After Arrival at the Place of Destination.	
767	173,051	173,818	s. d. 7 6	£. s. d. 51,683 - 5	£. s. d. 13,598 14 7	£. s. d. 65,181 15 -
1,671	194,952	196,623	7 10	23,523 14 7	53,486 18 11	77,010 13 6
2,438	368,003	370,441	- - -	75,106 15 -	67,095 13 6	142,192 8 6

No. 3.—AN ACCOUNT showing the Number of Gallons of Proof Spirits

YEAR ending 5 January	PROOF SPIRITS IMPORTED INTO						
	IRELAND,						
	FROM SCOTLAND.						
	Gallons made from		TOTAL Gallons.	Rate per Gallon.	Amount of Duty Paid		TOTAL Amount of Duty.
	Malt only.	a Mixture of Malt with Unmalted Grain.			On removal from Bond.	After Arrival at the Place of Destination.	
1841	164,294	165,164	329,458	s. d. 2 4	- - -	£. s. d. 38,436 15 4	£. s. d. 38,436 15 4
	263,528	169,372	432,900	2 8	- - -	57,720 - -	57,720 - -
TOTAL	427,822	334,536	762,358	- - -	- - -	96,156 15 4	96,156 15 4

— No. 4. —

AN ACCOUNT of the Total Number of Gallons of Proof Spirits permitted out from Distillers' Stocks in *England*, and the Total Number of Gallons remaining in the Hands of *English*

	ENGLAND
	Gallons of Proof Spirits permitted out from Distillers' Stocks.
Year ending 5th January 1841	Gallons. 5,864,950

Excise-Office, London, }
6 May 1841.

— No. 5. —

AN ACCOUNT of the Total Number of Proof Gallons of RUM, BRANDY, GENEVA, and all other Spirits that paid Duty in each Kingdom, from the thereon; Total Number of Gallons of all kinds, and Total Duty thereon, for the United Kingdom, showing the Total Number of Proof Gallons of all Kingdom, from the 5th day of January 1840 to the 5th day of January 1841.

	ENGLAND.		SCOTLAND.	
	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.
		£.		£.
Rum	2,445,221	1,124,438	55,408	25,496
Brandy	1,064,541	1,209,471	30,962	35,191
Geneva	10,587	12,020	4,170	4,739
Other Foreign Spirits	5,850	6,621	818	708
Total of Foreign Spirits	3,526,199	2,352,550	91,358	66,134
Spirits of the manufacture of the United Kingdom	8,276,148	3,183,865	6,180,138	1,088,049
Ditto of Guernsey and Jersey	13,579	5,251	- - -	- - -
Spirits of all kinds	11,817,926	5,541,666	6,271,496	1,154,183

Inspector-General's Office, Custom-House, }
London, 13 May 1841.

IMPORTED into each Kingdom from each of the others respectively, &c.—continued.

PROOF SPIRITS IMPORTED INTO						
SCOTLAND,						
FROM IRELAND.						
Gallons made from		TOTAL Gallons.	Rate per Gallon.	Amount of Duty Paid		TOTAL Amount of Duty.
Malt only.	a Mixture of Malt with Unmalted Grain.			On removal from Bond.	After Arrival at the Place of Destination.	
			s. d.	£. s. d.	£. s. d.	£. s. d.
—	—	—	—	—	—	—
60	6,390	6,459	3 8	1,181 17 9	2 5 3	1,184 3 -
69	6,390	6,459	- - -	1,181 17 9	2 5 3	1,184 3 -

- - - - - No. 4. -

Proof of British Brandy and Spirits of Wine permitted out from Rectifiers' Stocks in England, for the Year ending 5 January 1841; also, the Stocks Distillers on 5 January 1841.

ENGLAND.		
Proof Gallons permitted out from Rectifiers' Stocks.		Stock remaining in the Hands of Distillers, on 5 January 1841.
British Brandy.	Spirits of Wine.	
Gallons.	Gallons.	Gallons.
308,063	236,008	82,352
Year ending 5th January 1841.		

G. A. Cottrell,
1st General Accountant.

- - - - - No. 5. -

5th January 1840 to the 5th January 1841; Rate of Duty per Gallon, and Amount thereof; Total Number of Gallons of each kind, and Total Duty kinds that paid Duty, and Total Amount thereof in each Kingdom, and Total Number of Gallons, and Total Duty thereon, in the whole of the United

IRELAND.		UNITED KINGDOM.		RATES OF DUTY PER GALLON.		
Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.		Previous to 16 May 1840.	From 16 May 1840.
	£.		£.		£. s. d.	£. s. d.
12,331	5,679	2,512,960	1,155,613	Rum - - - - -	- 9 -	- 9 4
13,075	14,865	1,108,578	1,269,527	} Brandy and Geneva - - -	1 2 6	1 2 10
1,235	1,401	15,992	18,160			
212	313	6,880	7,642	Other Foreign Spirits, various rates.	—	—
26,853	22,258	3,644,410	2,440,942	Spirits of the Manufacture of the United Kingdom, or of Guernsey or Jersey.	-	
7,401,061	936,126	21,859,337	5,208,040			
- - -	- - -	13,579	5,251	In England - - - - -	- 7 6	- 7 10
				In Scotland - - - - -	- 3 4	- 3 8
7,427,904	958,384	25,517,326	7,654,233	In Ireland - - - - -	- 2 4	- 2 8

William Irving,
Inspector-General of Imports and Exports.

S P I R I T S.

ACCOUNTS of Spirits Distilled in *England*,
Scotland, and *Ireland*, removed from and to
each Country; Duty paid on Spirits, &c. in
1840.

(*Mr. Bainbridge.*)

Ordered, by The House of Commons, to be Printed,
17 May 1841.

325.

Under 1 os.

FOREIGN WINE.—SPIRITS.

RETURN to an Order of the Honourable The House of Commons,
dated 19 March 1841 ;—*for*,

— 1. —

AN ACCOUNT of the Number of Gallons of FOREIGN WINE Imported, of the Quantities upon which Duty has been paid for Home Consumption, and the Quantities Exported ; also, the Quantities retained for Home Consumption, after deducting the Amount Exported subsequently to the Payment of Duty, for the Year ended the 5th day of January 1841 ; distinguishing Cape, French, Portugal, Spanish, Madeira, Rhenish, Canary, Fayal, Sicilian, and other Sorts ; together with the Quantities of each Sort remaining in Bond on the 5th day of January 1841, distinguishing London from the Country.

— 2. —

AN ACCOUNT of the Number of Proof Gallons of RUM, distinguishing West India, East India, and Foreign ; also, of BRANDY, GENEVA, and other Foreign, Colonial, or Jersey SPIRITS Imported ; of the Quantities upon which Duty has been paid for Home Consumption, the Quantities Exported, and the Quantities shipped as Stores, and used by the Navy, for the Year ended the 5th day of January 1841 ; together with the Quantities of each Sort remaining in Bond on the 5th day of January 1841, distinguishing London from the Country.

(*Mr. Alderman Thompson.*)

Ordered, by The House of Commons, to be Printed,
2 June 1841.

1.—FOREIGN WINE.

AN ACCOUNT of the Number of Gallons of FOREIGN WINE Imported, of the Quantities upon which Duty has been paid for Home Consumption, and the Quantities Exported; also, the Quantities retained for Home Consumption, after deducting the Amount Exported subsequently to the Payment of Duty, for the Year ended the 5th day of January 1841; distinguishing Cape, French, Portugal, Spanish, Madeira, Rhenish, Canary, Fayal, Sicilian, and other Sorts; together with the Quantities of each Sort remaining in Bond on the 5th day of January 1841, distinguishing London from the Country.

UNITED KINGDOM.	Quantities Imported.	Quantities upon which Duty has been Paid.	Quantities Exported.	Quantities retained for Home Consumption, after deducting the Amount Exported subsequently to the Payment of Duty.	Quantities remaining in Warehouse under Bond on 5 January 1841 :			UNITED KINGDOM.
					At the Port of London.	At the other Ports of the United Kingdom.	TOTAL.	
WINE.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	WINE.
Cape - - - - -	460,024	457,062	5,467	456,773	339,636	301,982	641,618	- Cape.
French - - - - -	570,195	362,712	155,375	341,841	429,035	142,518	571,553	- French.
Portugal - - - - -	2,980,383	2,773,404	391,581	2,668,534	2,730,027	1,917,028	4,647,055	- Portugal.
Spanish - - - - -	4,022,315	2,641,171	1,238,878	2,500,760	2,852,077	1,701,507	4,553,584	- Spanish.
Madeira - - - - -	279,157	122,010	143,829	112,555	254,046	61,109	315,155	- Madeira.
Rhenish - - - - -	75,611	62,381	14,760	60,056	32,306	10,325	42,831	- Rhenish.
Canary - - - - -	250,804	30,149	280,607	29,298	74,866	43,167	118,033	- Canary.
Fayal - - - - -	1,241	191	277	191	1,051	2,910	3,961	- Fayal.
Sicilian and other Sorts - - - - -	671,517	394,124	189,789	383,914	200,637	287,889	488,526	- Sicilian and other Sorts.
Mixed, in Bond - - - - -	-	-	16,515	-	6,717	1,434	8,151	- Mixed, in Bond.
TOTAL - - - - -	9,311,247	6,843,804	2,437,078	6,553,922	6,920,398	4,470,069	11,390,467	- TOTAL.

Inspector-General's Office,
Custom-House, London,
20 May 1841.

William Irving,

Inspector-General of Imports and Exports.

2.—SPIRITS.

AN ACCOUNT of the Number of Proof Gallons of Rum, distinguishing West India, East India, and Foreign; also, of BRANDY, GENEVA, and other Foreign, Colonial, or Jersey SPIRITS Imported; of the Quantities upon which Duty has been paid for Home Consumption, the Quantities Exported, and the Quantities shipped as Stores, and used by the Navy, for the Year ended the 5th day of January 1841; together with the Quantities of each Sort remaining in Bond on the 5th day of January 1841, distinguishing London from the Country.

	RUM:						Other Foreign and Colonial Spirits.	Spirits mixed in Bond.	Spirits of Guernsey or Jersey.	TOTAL.
	Of the British Possessions in America and of Mauritius.	Of the British Possessions in the East Indies.	Foreign.	Vatted Rum not otherwise described.	All Sorts.	BRANDY				
	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)	Gallons (including overproof.)
Quantities Imported -	3,883,015	311,883	117,635	-	4,312,533	3,396,227	144,934	-	20,250	8,677,756
Retained for Home Consumption	2,512,930	20	10	-	2,512,960	1,108,578	6,880	-	13,579	3,637,989
Exported -	760,839	21,563	307,375	236,633	1,326,410	1,514,310	136,650	230,651	-	3,967,628
Shipped as Stores	213,257	4,503	2,560	2,669	222,989	85,902	2	-	-	350,236
Delivered for the use of the Navy	147,390	223,650	-	-	371,040	-	-	-	-	371,040
" for the use of the Ordnance	-	-	-	-	-	240	-	-	-	240
Quantities remaining in Warehouse under Bond on 5th January 1841:										
At the Port of London	1,183,688	71,670	143,811	179,800	1,578,969	1,349,846	111,645	2,817	11,136	3,066,494
At the other Ports of the United Kingdom	1,138,916	34,564	56,863	1,375	1,231,718	701,934	31,644	43	3,118	2,037,602
TOTAL	2,322,604	106,234	200,674	181,175	2,810,687	2,051,080	143,289	2,860	14,254	5,104,096

Inspector-General's Office,
Custom-House, London,
20 May 1841.

William Irving,
Inspector-General of Imports and Exports.

FOREIGN WINE.—SPIRITS.

ACCOUNT of WINE and SPIRITS Imported and
Exported, retained for Home Consumption,
Duties paid, &c. for the Year ended 5 January
1841.

(*Mr. Alderman Thompson.*)

*Ordered, by The House of Commons, to be Printed,
2 June 1841.*

358.

Under 1 oz.

SUGAR.

RETURN to an Order of the Honourable The House of Commons,
dated 5 May 1841 ;—*for*,

AN ACCOUNT, showing the **QUANTITIES** of **SUGAR** of the several Sorts imported into the United Kingdom, and the Quantities retained for actual Consumption within the United Kingdom ; together with the **RATES** of **DUTY** charged on the Home Consumption, and the **NET REVENUE** accruing therefrom, in each Year, from 1816 to 1840 inclusive ; followed by a **COMPARATIVE STATEMENT** of the **AVERAGE PRICES** of **BRITISH PLANTATION** and **FOREIGN PLANTATION SUGAR** for the same Series of Years.

(The Chancellor of the Exchequer.)

Ordered, by The House of Commons, to be Printed,
5 May 1841.

AN ACCOUNT, showing the QUANTITIES of SUGAR of the several Sorts imported into the United Kingdom, and the Quantities retained for actual Consumption 1815 to 1840 inclusive; followed by a COMPARATIVE STATEMENT of the AVERAGE PRICES

YEARS.	QUANTITIES OF SUGAR IMPORTED INTO THE UNITED KINGDOM.					QUANTITIES OF SUGAR retained for actual Consumption in the United Kingdom.			
	British Plantation.	Mauritius.	East India.	Foreign.	Total Quantity Imported.	British Plantation.	East India.	Foreign.	Total Quantity retained for Home Consumption.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1815 - -	3,642,807	- -	125,639	365,889	4,134,335	2,131,030	43,041	* 37,228	2,211,299
1816 - -	3,560,317	- -	127,052	192,780	3,880,149	2,446,458	38,980	49,493	2,529,931
1817 - -	3,679,352	Considered as East India Sugar in these Years.	125,893	105,916	3,911,161	3,267,034	27,332	4,575	3,298,941
1818 - -	3,773,579		162,396	138,032	4,075,806	1,701,421	26,056	419	1,726,896
1819 - -	3,907,181		265,527	85,837	4,198,545	2,720,409	100,648	245	2,820,900
1820 - -	3,769,458		277,228	162,990	4,209,676	2,816,788	84,795	281	2,901,864
1821 - -	3,906,967	- -	269,162	197,087	4,373,166	2,936,411	120,203	268	3,056,882
1822 - -	3,435,061	- -	226,371	112,954	3,774,386	2,851,678	137,092	287	2,989,057
1823 - -	3,773,528	- -	219,580	208,598	4,201,706	3,125,907	102,901	183	3,228,991
1824 - -	3,935,052	- -	271,848	205,750	4,412,650	3,214,701	152,673	50	3,367,424
1825 - -	3,501,281	93,723	145,995	167,136	3,908,135	2,972,623	107,200	25	3,079,848
1826 - -	4,002,426	166,782	155,986	73,901	4,419,095	3,430,652	143,312	26	3,573,990
1827 - -	3,550,918	204,344	160,585	194,171	4,110,018	3,270,885	69,856	186	3,340,927
1828 - -	4,313,430	361,325	132,722	160,543	4,968,020	3,504,164	97,244	11	3,601,419
1829 - -	4,152,815	297,958	174,036	231,584	4,856,393	3,421,409	118,400	12	3,539,821
1830 - -	3,913,268	485,710	213,494	303,532	4,916,004	3,590,041	131,979	24	3,722,044
1831 - -	4,103,746	517,553	161,779	533,184	5,366,262	3,667,396	113,536	79	3,781,011
1832 - -	3,784,245	541,770	88,257	453,477	4,867,749	3,575,329	79,600	605	3,655,534
1833 - -	3,655,612	529,352	111,731	442,597	4,739,292	3,553,450	98,283	71	3,651,804
1834 - -	3,844,244	555,860	76,617	266,693	4,743,414	3,620,522	121,007	50	3,741,579
1835 - -	3,523,948	558,237	101,331	264,751	4,448,267	3,757,851	98,680	31	3,856,562
1836 - -	3,600,517	497,303	152,229	399,112	4,649,161	3,378,144	110,222	33	3,488,399
1837 - -	3,306,238	537,961	296,679	342,700	4,482,578	3,684,712	270,055	43	3,954,810
1838 - -	3,521,434	604,671	428,854	475,415	5,030,374	3,491,225	418,375	65	3,909,665
1839 - -	2,823,931	612,586	518,925	722,777	4,678,219	3,348,293	477,252	49	3,825,599
1840 - -	2,202,833	545,009	482,836	805,167	4,035,845	3,074,198	518,320	2,316	3,594,834

* The Quantities of Foreign Sugar above shown as retained for Home Consumption in the Years 1815-18 consisted chiefly of the produce

Inspector-General's Office,
Custom-house, London,
5 February 1841.

within the United Kingdom ; together with the RATES of DUTY charged on the Home Consumption, and the NET REVENUE accruing therefrom, in each Year from of BRITISH PLANTATION and FOREIGN PLANTATION SUGAR for the same Series of Years.

RATES OF DUTY.				Net Revenue from Duties on Sugar.	Average Prices of British Muscovado Sugar. From the London Gazette.	Average Prices of Brazil Sugar (Brown and Yellow.) From the Mercantile Prices Current.
British Plantation.	Mauritius.	East India.	Foreign.			
Per Cwt. (Brown or Muscovado.)	Per Cwt.	Per Cwt.	Per Cwt. (Brown or Muscovado.)	£.	s. d.	s. d.
£. s. d. - 1 10 - -	- - -	{ to 5th May - - 1 10 - from 5th May - - 1 17 - }	£. s. d. - 3 3 - -	3,454,333	61 10	- - not ascer- tained for these years.
£. s. d. to 5th Sept. 1 10 - from 5th Sept. 1 7 - }	- - -	{ to 5th May - - 1 19 - 5th May to 5th September, 2 - - from 5th September - 1 17 - }	£. s. d. to 5th Sept. 3 3 - from 5th Sept. 3 - - }	3,612,193	48 7	
- 1 7 - -	- - -	£. s. d. - 1 17 - -	- 3 - - -	4,433,926	49 8	
- 1 10 - -	- - -	- 2 - - -	- 3 3 - -	2,751,107	50 -	
to 5th May 1 10 - 5th May to 1 8 - 5th Sept. 1 7 - }	- - -	{ to 5th May - - 2 - - 5th May to 5th September, 1 18 - from 5th September - 1 17 - }	to 5th May 3 3 - 5th May to 3 1 - 5th Sept. } from 5th Sept. 3 - - }	3,996,543	41 4	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	3,925,387	36 2	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	4,188,958	33 2	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	4,060,444	31 -	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	4,407,410	32 11	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	4,641,904	31 6	
- 1 7 - -	- - -	- 1 17 - -	- 3 - - -	4,176,655	38 6	35 5
Brown or Muscovado and Clayed.	- - -	- 1 17 - -	Brown or Muscovado and Clayed.	4,950,998	30 7	38 9
- 1 7 - -	- - -	- 1 17 - -	- 3 8 - -	4,650,192	35 9	29 9
- 1 7 - -	- - -	- 1 17 - -	- 3 8 - -	5,002,297	31 8	27 10
- 1 7 - -	- - -	- 1 17 - -	- 3 8 - -	4,896,242	28 7	21 8
to 5th July 1 7 - from 5th July 1 4 - }	- - -	{ to 5th July - - 1 17 - from 5th July - - 1 12 - }	- 3 8 - -	4,767,342	24 11	18 11
- 1 4 - -	- - -	- 1 12 - -	- 3 8 - -	4,650,590	23 8	17 11
- 1 4 - -	- - -	- 1 12 - -	- 3 8 - -	4,394,338	27 8	21 5
- 1 4 - -	- - -	- 1 12 - -	- 3 3 - -	4,414,302	29 8	22 5
- 1 4 - -	- - -	- 1 12 - -	- 3 3 - -	4,559,392	29 5	23 3
- 1 4 - -	- - -	- 1 12 - -	- 3 3 - -	4,667,900	33 5	27 5
- 1 4 - -	- - -	To 13th August - - 1 12 -	- 3 3 - -	4,184,165	40 10	27 11
- 1 4 - -	- - -	From 13th August.	- 3 3 - -	4,760,565	34 7	21 3
- 1 4 - -	- - -	Of any British Pos- session within the Limits of the East India Company's Charter into which the Importation of Foreign Sugar is prohibited, and im- ported from thence.	- 3 3 - -	4,656,892	33 8	21 3
- 1 4 - -	- - -	Of any other British Possession within those Limits, and imported from thence.	- 3 3 - -	4,586,936	39 2	22 1
- 1 4 - -	- - -	£. s. d. 1 4 - 1 12 - 1 4 - 1 12 - 1 4 - 1 12 - 1 4 - 1 12 - 1 4 - 1 12 -	- 3 3 - -	4,449,070	49 1	21 6
additional 5l. per centum on the above rates from 16th May 1840						

of Martinique and Guadeloupe, imported previously to 12 May 1813, and admitted to Entry under Act 53 Geo. 3, c. 62.

William Irving.

SUGAR.

AN ACCOUNT of the Quantities of SUGAR imported into the UNITED KINGDOM; the Quantities retained for actual Consumption; the Rates of Duty charged on the Home Consumption, and Net Revenue accruing therefrom; with a COMPARATIVE STATEMENT of the AVERAGE PRICES of BRITISH and FOREIGN PLANTATION SUGAR in each Year from 1815 to 1840.

(*The Chancellor of the Exchequer.*)

*Ordered, by The House of Commons, to be Printed,
5 May 1841.*

290.

Under 1 oz.

SUGAR.

RETURN to an Order of the Honourable The House of Commons,
dated 6 April 1841;—for,

ACCOUNTS of the QUANTITIES of SUGAR imported into the United Kingdom from the *West Indies, Mauritius, and the East Indies* respectively, in the first Three Months of 1840, and of the same in the first Three Months of 1841, and of the Stocks in Bond on the 1st day of April 1840 and 1st day of April 1841:—Of the GAZETTE AVERAGE PRICES of SUGAR in each Month from January 1840 to the present time.

	Unrefined Sugar		
	Of the British Possessions in America.	Of Mauritius.	Of the British Possessions in the East Indies.
Quantities imported into the United Kingdom :	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>
In the Three Months ended 5th April 1840 -	241,534	134,408	119,522
" " " 1841 -	237,747	237,218	330,194
Quantities remaining in Warehouse under Bond in the United Kingdom :			
On 5th April 1840 - - - - -	290,328	79,231	89,715
" 1841 - - - - -	252,324	108,217	127,739

AVERAGE PRICES of BRITISH MUSCOVADO SUGAR, per Cwt., exclusive of Duty, as published in the London Gazette.

							<i>s.</i>	<i>d.</i>
Month of January	1840	-	-	-	-	-	37	11 $\frac{1}{2}$
" February	"	-	-	-	-	-	38	11 $\frac{1}{2}$
" March	"	-	-	-	-	-	40	5 $\frac{1}{2}$
" April	"	-	-	-	-	-	40	6 $\frac{1}{2}$
" May	"	-	-	-	-	-	44	7 $\frac{1}{2}$
" June	"	-	-	-	-	-	48	5
" July	"	-	-	-	-	-	56	10 $\frac{1}{2}$
" August	"	-	-	-	-	-	57	3 $\frac{1}{2}$
" September	"	-	-	-	-	-	58	3 $\frac{1}{2}$
" October	"	-	-	-	-	-	57	8
" November	"	-	-	-	-	-	57	- $\frac{1}{2}$
" December	"	-	-	-	-	-	52	9
" January	1841	-	-	-	-	-	50	5 $\frac{1}{2}$
" February	"	-	-	-	-	-	50	3 $\frac{1}{2}$
" March	"	-	-	-	-	-	47	5 $\frac{1}{2}$

Inspector-General's Office,
Custom-house, London,
3 May 1841.

William Irving,
Inspector-General
of Imports and Exports.

S U G A R.

**ACCOUNTS relating to Sugar imported into
the United Kingdom from the *West Indies*,
Mauritius, and the *East Indies*.**

(*Mr. William Gladstone.*)

**Ordered, by The House of Commons, to be Printed,
6 May 1841.**

FOREIGN SUGAR.

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1841 ;—*for*,

— 1.—

AN ACCOUNT of the Quantity of **FOREIGN SUGAR** Unrefined entered for Consumption between the 5th day of January 1840 and the 5th day of January 1841 ; the Places whence imported, and the Rate of Duties paid.

— 2.—

AN ACCOUNT of all **FOREIGN SUGAR** Refined in Bond from the 5th day of July 1840 to the latest Period when the Account can be made up, including also the Quantity exported to the *Isle of Man* (being in continuation of Sessional Paper, No. 496, dated 15 July 1840).

(*Mr. Mark Philips.*)

Ordered, by The House of Commons, to be Printed,
6 April 1841.

—1.—

AN ACCOUNT of the Quantity of FOREIGN SUGAR Unrefined entered for Consumption between the 5th day of January 1840 and the 5th day of January 1841; the Places whence imported, and the Rate of Duties paid.

COUNTRIES FROM WHICH IMPORTED.	Quantities entered for Home Consumption.	Rates of Duty charged.
	<i>Cwts. qrs. lbs.</i>	
Brazil - - - - -	1,543 1 17	
Peru - - - - -	- 1 22	
Columbia - - - - -	- - 7	
United States of America - - -	4 1 22	
Cuba - - - - -	289 1 26	
Portorico - - - - -	21 3 20	
Cayenne - - - - -	- 3 11	
British West Indies - - - - -	2 2 2	
British North American Colonies -	1 - 15	Until 15th May 1840, £. 3. 3. per cwt.
New South Wales, and Van Diemen's Land - - - - -	1 1 5	From 15th May 1840, £. 3. 3. per cwt., and £. 5. per centum additional thereon.
East India Company's Territories, ex- clusive of Singapore - - -	2 3 7	
Singapore - - - - -	4 2 -	
Siam - - - - -	3 - 3	
Java - - - - -	419 3 16	
Philippine Islands - - - - -	14 1 17	
Europe - - - - -	3 - 20	
Deficiencies charged with Duty on Foreign Sugar refined in Bond -	2 1 4	
TOTAL - - - - -	2,315 2 18	

Inspector-General's Office,
Custom-House, London,
5 April 1841.

William Irving,
Inspector-General of Imports and Exports.

— 2. —

AN ACCOUNT of all FOREIGN SUGAR Refined in Bond from the 5th day of July 1840 to the latest Period to which the Account can be made up, including also the Quantity exported to the *Isle of Man*.

COUNTRIES TO WHICH EXPORTED.	Quantity of Refined Sugar, the Produce of Foreign Sugar Refined, in Bond, under Act 3 & 4 Will. 4, c. 61, exported from London and the Outports of the United Kingdom, between the 5th July 1840 and the 5th January 1841.		
	LONDON.	OUTPORTS.	TOTAL.
	<i>Cwts.</i>	<i>Cwts.</i>	<i>Cwts.</i>
Russia - - - - -	4,695	- - -	4,695
Sweden - - - - -	—	—	—
Norway - - - - -	520	- - -	520
Denmark - - - - -	—	—	—
Prussia - - - - -	—	—	—
Germany - - - - -	1,040	- - -	1,040
Holland - - - - -	15	- - -	15
Belgium - - - - -	—	—	—
France - - - - -	32	- - -	32
Portugal, Azores and Madeira - -	305	244	549
Spain and the Canaries - - -	5,642	501	6,143
Gibraltar - - - - -	2,942	1,069	4,011
Italy - - - - -	21,019	22,840	43,859
Malta - - - - -	1,712	2,437	4,149
Ionian Islands - - - - -	3,748	309	4,057
Morea and Greek Islands - - -	1,047	- - -	1,047
Turkey - - - - -	12,327	257	12,584
Syria and Palestine - - - - -	174	- - -	174
Egypt - - - - -	—	—	—
Tripoli, Tunis, Algiers and Morocco -	777	- - -	777
Western Coast of Africa - - -	159	23	182
Cape of Good Hope - - - - -	48	839	887
St. Helena - - - - -	13	- - -	13
Mauritius - - - - -	1,705	1,234	2,939
East Indies and China - - - -	946	886	1,832
Settlements in Australia - - -	4,407	1,686	6,093
New Zealand - - - - -	14	28	42
British North American Colonies -	2,280	6,664	8,944
British West Indies - - - - -	5,528	8,569	14,097
Foreign West Indies - - - - -	- - -	15	15
United States of America - - -	- - -	21	21
Mexico, and the South American States	58	- - -	58
Isles of Guernsey, Jersey and Alderney	1,772	296	2,068
Isle of Man - - - - -	- - -	156	156
TOTAL - - -	72,925	48,074	120,999

Inspector-General's Office,
Custom-House, London,
5 April 1841.

William Irving,
Inspector-General of Imports and Exports.

FOREIGN SUGAR.

AN ACCOUNT of FOREIGN SUGAR entered for
Consumption in 1840, and of FOREIGN SUGAR
Refined in Bond from 5th July 1840.

(*Mr. Mark Philips.*)

=====
Ordered, by The House of Commons, to be Printed,
6 April 1841.
=====

239.

Under 1 oz.

FOREIGN SUGAR.

RETURN to an Address of the Honourable The House of Commons,
dated 11 May 1841;—for,

COPY of the MEMORIAL addressed to the Secretary of State by the AGENTS
for the several Colonies in the *West Indies*, on the subject of the Alteration
of the DUTIES ON FOREIGN SUGAR.

Colonial Office, Downing-street, }
12 May 1841.

R. VERNON SMITH.

(*Mr. Goulburn.*)

Ordered, by The House of Commons, to be Printed,
13 May 1841.

✍ This Paper is re-printed in order to correct a typographical error in
the first impressions. In page 3, line 12, the word “adequate” was
printed *instead of* “inadequate.”

MEMORIAL from the AGENTS for the several Colonies in the *West Indies*,
on the subject of the Alteration of the DUTIES ON FOREIGN SUGAR.

THE undersigned Agents for West India Colonies having Legislatures have heard with the greatest surprise and alarm the intention of Her Majesty's Government to propose to Parliament that the Duty on Foreign Sugar should be reduced from 63*s.* to 36*s.*, whilst Sugar, the growth of British Possessions, continues subject to the present Duty of 24*s.*

The undersigned entertain so decided a conviction that such a measure would be utterly and irremediably ruinous to the British West India Colonies, that there are no terms in which they can too strongly and too earnestly deprecate its adoption.

Her Majesty's Government are well aware that the extinction of Slavery, and the transition of the Colonies to their new condition, must necessarily be accompanied with great difficulties,—difficulties which could be surmounted only by the prudence and conciliation and active assistance of the Government. Those difficulties consisted in the great pecuniary sacrifices which must be made to carry on cultivation, until, by an increase in the labouring population, labour could be procured at a reasonable rate of wages. Further sacrifices were also required, because the extinction of Slavery not only involved the loss to the Colonies of one of the principal sources of their annual revenue to defray the expenses of their Civil Governments, but those expenses became greatly increased by the augmentation of their Ecclesiastical Establishments, the increase of Schools, the improvement of the administration of Justice, the formation of a Police, the erection of Prisons, and the encouragement of Immigration. In the Island of Jamaica alone the additional annual expense incurred for these important objects is at least 200,000*l.*, and in the other Colonies in the like proportion. The Colonists have made these great sacrifices; they have continued cultivation, on which alone depends the successful result of the great measure of Emancipation; they have honestly, faithfully and cordially exerted themselves to surmount all the difficulties which attended this great national experiment.

The Colonists stood in need of every assistance to enable them to surmount these difficulties, and, above all, they required to be protected by Her Majesty's Government against any measure which might even have a tendency to aggravate those difficulties. It will therefore be with feelings of the most bitter disappointment that the Colonists will perceive all their sacrifices and all their exertions rendered fruitless, and all their hopes destroyed, by the Government itself proposing a measure which the undersigned unhesitatingly assert not only aggravates the difficulties of the Colonies, but must bring upon them certain ruin, and the inevitable failure of the great measure of Emancipation.

It is undeniable that the staple productions of free labour in the West Indies, and free labour of so small a population as they contain, can never compete with the productions of those Colonies where Slavery still continues, and where an abundant supply of labour is obtained by the atrocious traffic in Slaves. The greater cheapness with which, by means of slave labour, Sugar, the growth of foreign Colonies, can be cultivated and manufactured, would cause the present measure to operate as a bounty and protection to the productions of slave labour, and to the prejudice of the productions of free labour. It would operate, therefore, as a direct encouragement to the continuance

tinuance of Slavery, and to the extension of the Foreign Slave Trade. Hence the cultivation of the great staples of our own West India Colonies must be abandoned, to the utter ruin of those whose capital has been embarked in these Colonies. The abandonment of the cultivation of the staple commodities will at once arrest the progress of civilization. The emancipated population, who might, if these Colonies had been prosperous, have advanced to the highest state of civilization, will fall back into barbarism. The great measure of Emancipation will be for ever defeated; other nations, warned by the example of Great Britain, will retain Slavery, and the traffic in Slaves will be perpetuated.

The undersigned consider that a measure involving such disastrous consequences could not be justified on any ground; those on which it is attempted to be justified utterly fail. There is not and will not be an inadequate supply of Sugar for home consumption, and the prices have progressively fallen 12s. per cwt. from the beginning of the year.

The undersigned confidently believe that all these consequences would be averted, that the great measure of Emancipation would have been crowned with success, if the Colonies had been allowed to recover from the effects of this great transition, to have had time for surmounting the difficulties which attended it, and to have acquired, by the aid of an increased free population, the means of competing with other Colonies.

These are some of the considerations on which the undersigned address Her Majesty's Government, earnestly imploring them to abandon this measure, if they would preserve the British Colonies, if they would insure the success of the great measure of Emancipation, and if they would deliver from their bondage those millions of human beings in other countries, whose fate depends on the prosperous cultivation of those British Colonies in which Slavery has been abolished.

(signed)	<i>William Burge</i> , Agent for Jamaica.	
	<i>J. P. Mayers</i> ,	— Barbados.
	<i>J. Colquhoun</i> ,	— St. Vincent, &c.
	<i>Nicholas Nugent</i> ,	— Antigua.
	<i>Jos. Marryat</i> ,	— Grenada.

London, 6 May 1841.

FOREIGN SUGAR.

COPY of MEMORIAL from the AGENTS for the several Colonies in the *West Indies*, on the subject of the Alteration of the DUTIES on FOREIGN SUGAR.

(*Mr. Goulburn.*)

*Ordered, by The House of Commons, to be Printed,
13 May 1841.*

✂ This Paper is re-printed in order to correct a typographical error in the first impressions. In page 3, line 12, the word "adequate" was printed *instead of* "inadequate."

315. +

Under 1 oz.

FOREIGN SUGAR.

RETURN to an Address of the Honourable The House of Commons,
dated 10 May 1841 ;—for,

COPY of the MEMORIAL of the COUNCIL and ASSEMBLY of the Island of *Jamaica*
to HER MAJESTY, transmitted by the Governor of the Colony in the course of the last
Year, against the Reduction of the Duties on FOREIGN SUGAR.

Colonial Office, Downing-street, }
11 May 1841.

R. VERNON SMITH.

MEMORIAL OF THE COUNCIL AND ASSEMBLY OF JAMAICA.

To The QUEEN's most Excellent Majesty.

The humble MEMORIAL of the COUNCIL and ASSEMBLY of JAMAICA.

MOST GRACIOUS SOVEREIGN,

We, Your Majesty's dutiful and loyal subjects, the Council and Assembly of Jamaica, embrace the present opportunity of offering to Your Majesty the expression of our devoted attachment to Your Person and Government.

We approach Your Majesty on the present occasion to express to Your Majesty our alarm and dismay at the agitation of a measure in the Imperial Parliament having for its object the equalization of the Duties on Sugar, and to implore Your Royal Interposition to secure to us that protection for our staples in the Home Market which we have hitherto enjoyed, and without which it would be impossible for us to continue the cultivation of our properties.

Should the prohibitory Duty on Foreign Sugar be withdrawn, and its introduction to the Home Market be permitted, it would be vain for Your Majesty's Colonies, struggling with the many difficulties superinduced by the Abolition Act, to continue a competition with Foreign Colonies possessing advantages in the supply of labour infinitely superior; such a competition would not only be fruitless, but must speedily terminate in ruin.

We would entreat Your Royal consideration to the disastrous effects which such a measure would entail on Your Majesty's subjects who have been lately raised from slavery to a state of freedom. The Planter, obtaining no adequate remuneration for his outlay and capital, would be unable to afford them employment. Thus would the energies of productive industry be destroyed, and the civilization and improvement of our labouring population at once arrested.

We would only further implore Your Majesty's attention to the direful consequences which the contemplated measure would inflict on the great interests of humanity. The British Colonist driven from the Home Market, and compelled to abandon the cultivation of Sugar, the Foreign Slave-holding Possessions would receive a new and powerful impetus to increased production, and an aggravation of the horrors of the Slave Trade would be the inevitable consequence.

We are convinced of Your Majesty's disposition to extend Your fostering care over the most distant portions of Your Empire, and we await with entire confidence the issue of this appeal to the justice and protection of Your Gracious Majesty.

Passed the Assembly this 10th day of April 1840.

Edward Panton, Speaker.

Passed the Council this 11th day of April 1840.

W. G. Stewart, Clerk to the Council.

FOREIGN SUGAR.

COPY of the MEMORIAL of the COUNCIL and
ASSEMBLY of the Island of *Jamaica*, relating
to the Reduction of the DUTIES on FOREIGN
SUGAR.

(*Mr. Goulburn.*)

=====
Ordered, by The House of Commons, to be Printed,
12 May 1841.
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TIMBER.—SALT.

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1841 :—for,

— 1. —

AN ACCOUNT of the Number of Loads of FIR TIMBER Imported into the Ports of *Liverpool* and *Gloucester*, from any Ports of *Prussia*; distinguishing what is Imported in British and what is Imported in Foreign Ships; from the 5th day of January 1840 to the 5th day of January 1841.

— 2. —

AN ACCOUNT of the Quantity of SALT Exported from the Ports of *Liverpool* and *Gloucester* to any Ports in *Prussia*; distinguishing what is Exported in British and what is Exported in Foreign Ships, from the 5th day of January 1840 to the 5th day of January 1841.

— 1. —

AN ACCOUNT of the Number of Loads of FIR TIMBER Imported into the Ports of *Liverpool* and *Gloucester*, from any Ports of *Prussia*; distinguishing what is Imported in British and what is Imported in Foreign Ships; from the 5th day of January 1840 to the 5th day of January 1841.

Quantity of Fir Timber Imported into Liverpool and Gloucester from Prussia, between 5th January 1840 and 5th January 1841.			
	In British Ships.	In Foreign Ships.	TOTAL.
	<i>Loads.</i>	<i>Loads.</i>	<i>Loads.</i>
Into Liverpool - - -	415	2,743	3,158
Gloucester - - -	- - -	1,881	1,881
TOTAL - - -	415	4,624	5,039

Inspector-General's Office, Custom House,
London, 14 May 1841.

William Irving,
Inspector-General of Imports and Exports.

— 2. —

AN ACCOUNT of the Quantity of SALT Exported from the Ports of *Liverpool* and *Gloucester* to any Ports in *Prussia*; distinguishing what is Exported in British and what is Exported in Foreign Ships; from the 5th day of January 1840 to the 5th day of January 1841.

Quantity of Salt Exported from Liverpool and Gloucester to Prussia, between the 5th January 1840 and the 5th January 1841.			
	In British Ships.	In Foreign Ships.	TOTAL.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
From Liverpool - - -	26,120	865,100	891,220
Gloucester - - -	- - -	55,680	55,680
TOTAL - - -	26,120	920,780	946,900

Inspector-General's Office, Custom House,
London, 14 May 1841.

William Irving,
Inspector-General of Imports and Exports.

T I M B E R.—S A L T.

AN ACCOUNT of the Number of Loads of Fir
T I M B E R Imported into *Liverpool* and *Gloucester*
from *Prussia*;—Also, the Quantity of SALT
Exported from *Liverpool* and *Gloucester* to
Prussia, in 1840.

(*Mr. Chapman.*)

Ordered, by The House of Commons, to be Printed,
24 May 1841.

346.

Under 1 oz.

WEST INDIA, &c. PRODUCE.

RETURN to an ORDER of the Honourable The House of Commons,
dated 5 April 1841 ;—for,

AN ACCOUNT of the Quantities of SUGAR and other PRODUCE Imported
from the *West Indies* and *Mauritius*, between 5 January 1840 and
5 January 1841, and of the Parts thereof Re-exported. (*In continuation
of Parliamentary Paper, No. 429, of Sess. 1840*).

(*Mr. William Gladstone.*)

Ordered, by The House of Commons, to be Printed,
30 April 1841.

AN ACCOUNT of the Quantities of SUGAR and other PRODUCE Imported into the UNITED KINGDOM from the *West Indies* and *Mauritius*, between the 5th January 1840 and 5th January 1841,
and of the Parts thereof Re-exported.

COLONIES From which Imported.	SUGAR, Unrefined.	RUM.	MOLASSES.	COFFEE.	COTTON.	COCOA.	GINGER.	PIMENTO.	ARROW ROOT.	TOBACCO, Unmanufact ^d .	TOBACCO (Manufact ^d) and SNUFF.
	Cwts.	Gallons, including over-proof.	Cwts.	Lbs.	Lbs.	Lbs.	Cwts.	Lbs.	Lbs.	Lbs.	Lbs.
WEST INDIES:											
Antigua -	203,071	75,593	96,117	4,404	-	3,406	-	-	25,959	-	7
Barbadoes -	207,484	778	35,959	74,167	65,561	31,016	1,519	-	16,780	-	222
Dominica -	34,673	14,077	5,423	283,593	-	2,366	-	-	2,616	-	137
Grenada -	88,982	159,747	7,485	15,741	108,549	269,680	-	-	3,407	-	7
Jamaica -	518,541	1,294,337	129	8,646,178	101,855	42	3,848	988,621	83,143	-	707
Montserrat -	12,205	22,806	2,985	-	-	-	-	272	199	-	-
Nevis -	27,857	24,819	5,727	-	1,680	-	-	-	2,732	-	-
St. Christopher -	94,390	131,984	23,932	-	179	-	-	-	11,625	-	-
St. Lucia -	37,667	11,930	7,460	-	-	51,479	-	-	24	-	-
St. Vincent's -	101,020	145,909	16,529	699	60,416	6,442	-	-	79,462	-	-
Tobago -	51,548	229,582	14,431	2,103	-	-	-	-	510	-	2
Tortola -	7,366	6,679	717	-	5,056	-	-	-	137	-	-
Trinidad -	246,778	20,539	69,608	253,183	46,792	2,007,494	-	-	311	-	14
Bahamas -	202	15	-	14,904	337,994	-	-	10,175	39	1,641	469
Bermudas -	4,336	13	-	72	4,069	-	15	-	68,290	-	66
Demerara -	486,487	1,464,970	132,363	1,622,036	107,433	-	-	-	2,631	-	4
Berbice -	93,157	177,210	5,276	1,587,538	26,213	2,376	-	-	510	-	103
Honduras -	-	-	-	-	360	-	-	-	-	-	19
MAURITIUS -	545,007	31,286	7,756	292	56	-	-	1	156	-	35
Total of the Importations from the above Colonies -	2,759,771	3,812,273	431,897	12,797,493	866,213	2,374,301	5,382	999,069	298,531	1,641	1,792
Proportion thereof Re-exported -	West India 4,421 Mauritius 1,541	761,270	150	110,636	5,696	43,236	94	1,255,753	8,922	39,752	-

(continued)

Continuation of preceding Account.

COLONIES From which Imported.	INDIGO.	SUCCADES.	LIQUEURS, including SHRUB.	CEDAR.	LOGWOOD.	NICARAGUA.	FUSTIC.	BRAZILLETO.	MAHOGANY.	SPARS.	BARK, not for Tanning or Dyeing.
	Lbs.	Lbs.	Gallons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	G ^r H ^d qr. No.	Lbs.
WEST INDIES:											
Antigua -	-	2,043	48	-	2	-	-	-	-	-	-
Barbadoes -	-	11,061	98	-	-	-	-	-	25	-	-
Dominica -	-	1,214	29	-	-	-	-	-	-	-	-
Grenada -	-	1,478	678	-	-	-	-	-	-	-	-
Jamaica -	22,064	25,683	668	98	8,772	20	1,025	-	111	280 1 20	-
Montserrat -	-	138	-	-	-	-	-	-	-	-	-
Nevis -	-	1,437	28	-	-	-	-	-	-	-	-
St. Christopher -	-	1,320	4	5	-	-	-	-	-	-	-
St. Lucia -	-	301	12	-	229	-	8	-	-	-	-
St. Vincent -	-	1,363	571	-	2	-	-	-	-	-	-
Tobago -	-	693	124	-	-	-	1	-	-	-	-
Tortola -	-	148	-	-	-	-	-	-	-	-	-
Trinidad -	-	1,452	88	4	-	-	-	3	376	16 2 23	75,640
Bahamas -	-	181	2	4	713	-	1,145	-	-	-	-
Bermudas -	-	387	3	4	-	-	-	-	6	1 0 25	75
Demerara -	-	4,072	126	-	-	-	-	-	-	1 1 22	-
Barbice -	-	951	117	7	-	-	-	-	16,490	0 0 12	-
Honduras -	103,104	-	-	-	3,876	-	4	-	-	-	-
MAURITIUS -	-	958	87	-	-	-	-	-	-	-	-
Total of the Importations from the above Colonies -	125,168	54,880	2,683	122	13,594	20	2,183	3	17,008	299 3 12	75,715
Proportion thereof Re-exported -	110,884	104	784	13	4,463	-	73	-	1,136	-	49,246

Inspector-General's Office, Custom-House,
London, 29 April 1841.

William Irving,
Inspector-General of Imports and Exports.

WEST INDIA, &c. PRODUCE.

AN ACCOUNT of the Quantities of Sugar
and other Produce Imported from the *West
Indies and Mauritius*, between 5 January 1840
and 5 January 1841, and of the Parts thereof
Re-exported.

(*Mr. William Gladstone.*)

Ordered, by The House of Commons, to be Printed,
30 April 1841.

285.

Under 1 oz.

SWEETS OR MADE WINES.

RETURN to an Order of the Honourable The House of Commons, dated 10 March 1841 ;—for,

RETURNS of all SWEETS or MADE WINES imported from *Scotland* and *Ireland* into *England*, under the Provisions of the Act 6 & 7 Will. IV., c. 72, stating the Port or Place imported from, and the Port or Place imported into, from the 5th day of January 1839 to the 5th day of January 1840, and from the 5th day of January 1840 to the 5th day of January 1841, both Dates inclusive ; stating the Denomination, Sort or Kind of all such SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS so imported, and the Amount per Gallon of Duty charged and paid upon all the above-mentioned Articles so imported :—Of all SEIZURES that have been made by the EXCISE and CUSTOMS of any of such SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS so imported, and the Reason of such SEIZURES :—Of all SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS seized Inland, being brought from *Scotland* into *England* contrary to the Provisions of the Act 6 & 7 Will. IV., c. 72, since the passing of the said Act to the present period ; stating how all SEIZURES of the above-mentioned SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS, within the Period of the Dates specified, have been dealt with, if any and what Amount of PENALTY has been enforced against the Parties from whom any such Seizures have been made :—Of the Quantity, stating the Denomination, Sort or Kind, of all such SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS remaining in Bond on the 5th day of January 1841, and where bonded.

A RETURN of all SWEETS or MADE WINES imported from *Scotland* and *Ireland* into *England*, under the Provisions of the Act 6 & 7 Will. IV., c. 72 ; stating the Port or Place imported from, and the Port or Place imported into, from 5th January 1839 to 5th January 1840, and from 5th January 1840 to 5th January 1841, both days inclusive ; stating the Denomination, Sort or Kind of all such SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS so imported, and the Amount per Gallon of Duty charged and paid upon all the above-mentioned Articles so imported.

FROM 5th JANUARY 1839 to 5th JANUARY 1840.

Port or Place from which exported.	Port or Place into which imported.	NUMBER OF GALLONS IMPORTED FROM SCOTLAND.							Port or Place from which exported.	Port or Place into which imported.	NUMBER OF GALLONS IMPORTED FROM IRELAND.					
		Sweets or Made Wines, at 5 d. per Gallon.	Ether, at 10 s. 5 d. per Gallon.	Sweet Spirits of Nitric, at 6 s. 3 d. per Gallon.	Compounds and Spirits Varnish, at 6 s. 3 d. per Gallon.	Spirits of Ammonia, at 6 s. 3 d. per Gallon.	Salvolatile, at 6 s. 3 d. per Gallon.	Other Tinctures and medicated Spirits, at 4 s. 2 d. per Gallon.			Sweets or Made Wines, at 6 d. per Gallon.	Ether, at 12 s. 11 d. per Gallon.	Sweet Spirits of Nitric, at 7 s. 9 d. per Gallon.	Spirits of Ammonia, at 7 s. 9 d. per Gallon.	Salvolatile, at 7 s. 9 d. per Gallon.	
Dundee	London	14	-	-	-	-	-	-	Dublin	Bristol	-	-	10	162	-	
Dumfries	Maryport	74	-	-	-	-	-	-	- ditto	Liverpool	-	-	130	965	13	
Ditto	Whitehaven	337	-	-	-	-	-	-	- ditto	London	-	-	98	71	62	
Glasgow	Hull	-	-	-	-	37	-	-	-	-	-	-	-	-	-	
Ditto	Liverpool	10,337	-	42	-	-	-	-	-	-	-	-	-	-	-	
Ditto	London	-	138	-	-	-	-	-	-	-	-	-	-	-	-	
Ditto	Whitehaven	917	-	21	11	-	-	-	-	-	-	-	-	-	-	
Inverness	London	9	-	-	-	-	-	-	-	-	-	-	-	-	-	
Leith	Berwick	689	-	2	13	-	-	5	-	-	-	-	-	-	-	
Ditto	Bristol	12	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ditto	Hull	2,699	31	441	626	-	-	2	-	-	-	-	-	-	-	
Ditto	Liverpool	923	-	18	4	-	-	-	-	-	-	-	-	-	-	
Ditto	London	2,532	10	131	-	-	-	-	-	-	-	-	-	-	-	
Ditto	- ditto	-	-	202	-	-	-	-	-	-	-	-	-	-	-	
Ditto	Newcastle	6,265	1	204	-	-	-	-	-	-	-	-	-	-	-	
Ditto	Sunderland	40	-	-	-	-	-	-	-	-	-	-	-	-	-	
		24,848	180	1,061	691	-	-	7	-	-	-	-	238	1,196	13	62

FROM 5th JANUARY 1840 to 5th JANUARY 1841.

Aberdeen	London	4	-	-	-	-	-	-	Dublin	Bristol	-	-	8	227	-
Annan	Liverpool	134	-	-	-	-	-	-	- ditto	Liverpool	-	57	87	1,132	19
Berwick	Newcastle	529	1	38	-	-	-	-	- ditto	London	-	-	127	310	8
Dundee	London	20	-	-	-	-	-	-	- ditto	Plymouth	-	-	-	10	-
Dumfries	Maryport	31	-	-	-	-	-	-	-	-	-	-	-	-	-
Ditto	Liverpool	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Ditto	Whitehaven	371	-	-	-	-	-	-	-	-	-	-	-	-	-
Glasgow	Liverpool	5,732	61	33	-	-	-	-	-	-	-	-	-	-	-
Ditto	London	-	-	126	-	-	-	-	-	-	-	-	-	-	-
Ditto	- ditto	-	-	-	-	6	-	-	-	-	-	-	-	-	-
Ditto	Whitehaven	1,549	-	18	-	-	-	-	-	-	-	-	-	-	-
Grangemouth	London	-	-	81	-	-	6	-	-	-	-	-	-	-	-
Inverness	- ditto	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Leith	Hull	3,291	21	331	624	-	-	-	-	-	-	-	-	-	-
Ditto	Leeds	22	-	-	-	-	-	-	-	-	-	-	-	-	-
Ditto	Liverpool	3,311	-	7	-	-	-	-	-	-	-	-	-	-	-
Ditto	London	2,567	-	82	-	69	-	-	-	-	-	-	-	-	-
Ditto	Newcastle	5,501	1	273	-	9	-	-	-	-	-	-	-	-	-
		23,089	84	989	624	84	6	-	-	-	57	222	1,679	-	27

A RETURN of the Quantity, stating the Denomination, Sort or Kind of all SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS imported from *Scotland* and *Ireland* into *England*, under the Provisions of the Act 6 & 7 Will. IV., c. 72, remaining in Bond on the 5th day of January 1841, and where bonded.

— N I L . —

A RETURN of all SEIZURES that have been made by the EXCISE and CUSTOMS of SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS imported from *Scotland* and *Ireland* into *England*, and the reason of the SEIZURES:—Of all SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS seized Inland, being brought from *Scotland* into *England*, contrary to the Provisions of the Act 6 & 7 Will. IV., c. 72, since the passing of the said Act to 5th January 1841; stating how all SEIZURES of the above-mentioned SWEETS or MADE WINES, and SWEETENED COMPOUNDED SPIRITS, within the period of the Dates specified, have been dealt with, if any and what Amount of PENALTY has been enforced against the Parties from whom any such Seizures have been made.

SEIZURES OF SWEETS OR MADE WINES, AND SWEETENED COMPOUNDED SPIRITS.

IMPORTED FROM SCOTLAND INTO ENGLAND.

Articles seized.	Reason of Seizure.	How dealt with.	Amount of Penalty enforced.
Gallons.			£. s. d.
16 Sweets - - -	Imported without permit - - -	Condemned in the Exchequer, and sold	—
2½ ditto - - -	- - ditto - - -	- - ditto - - -	—
10 ditto - - -	- - ditto - - -	- - ditto - - -	—
1½ ditto - - -	- - ditto - - -	- - ditto - - -	—
½ Cordials - - -	- - ditto - - -	- - ditto - - -	—
2 Sweets - - -	- - ditto - - -	- - ditto - - -	—
½ ditto - - -	- - ditto - - -	- - ditto - - -	—
1½ ditto - - -	- - ditto - - -	- - ditto - - -	—
1 ditto - - -	- - ditto - - -	- - ditto - - -	—
201½ ditto - - -	Incorrectly described in permit	- - ditto - - -	—
3 Medicated Spirits -	Imported without permit - - -	- - ditto - - -	—
1½ Ginger Wine - - -	Imported in an illegal package - -	- - ditto - - -	—
½ ditto - - -	- - ditto - - -	- - ditto - - -	—
6½ Scented Spirits -	Imported without permit - - -	Condemned by magistrates - - -	50 not paid, the party having absconded.
2 Sweets - - -	- - ditto - - -	Condemned in the Exchequer, and sold	—
½ ditto - - -	Imported in an illegal package - -	- - ditto - - -	—
2 Ginger Wine - - -	- - ditto - - -	- - ditto - - -	—
½ Whiskey Cordial - -	- - ditto - - -	- - ditto - - -	—
½ Ginger Wine - - -	- - ditto - - -	- - ditto - - -	—
1 Cherry Whiskey - - -	- - ditto - - -	- - ditto - - -	—
1 Cinnamon Cordial -	Imported without permit - - -	- - ditto - - -	—
½ Sweets - - -	- - ditto - - -	- - ditto - - -	—
½ ditto - - -	Imported in an illegal package - -	- - ditto - - -	—
4½ Cherry Whiskey - -	Imported in less than the legal quantity	- - ditto - - -	—
1½ Sweets - - -	- - ditto - - -	- - ditto - - -	—
23½ Sweetened Whiskey	Imported without permit - - -	- - ditto - - -	—
1 Whiskey Cordial - -	Imported in less than legal quantity -	- - ditto - - -	—
1½ Cherry Whiskey - -	- - ditto - - -	- - ditto - - -	—
1 Raspberry Whiskey -	- - ditto - - -	- - ditto - - -	—
½ Whiskey Cordial - -	- - ditto - - -	- - ditto - - -	—
½ ditto - - -	- - ditto - - -	- - ditto - - -	—
1½ Sweets - - -	- - ditto - - -	- - ditto - - -	—
27½ ditto - - -	Illegally landed - - -	Restored, on payment of a fine of	5 -
1½ Ginger Wine - - -	Imported without permit - - -	Condemned in the Exchequer - - -	—
8½ ditto - - -	- - ditto - - -	- - ditto - - -	—
6 Sweets - - -	- - ditto - - -	Restored on payment of duty - - -	—
5 ditto - - -	- - ditto - - -	- - ditto - - -	—
43½ Ether - - -	Quantity disagreeing with the permit	- - ditto - - -	—
9½ Sweets - - -	Imported without permit - - -	- - ditto, and fine of - - -	10 -
10 ditto - - -	- - ditto - - -	- - ditto - - -	—
36 ditto - - -	- - ditto - - -	Restored, to be exported - - -	—
6 ditto - - -	- - ditto - - -	Restored on payment of duty, and fine of	2 6
4 ditto - - -	- - ditto - - -	- - ditto - - -	—
25½ ditto - - -	- - ditto - - -	- - ditto - - -	—
1½ ditto - - -	- - ditto - - -	- - ditto - - -	—
4 ditto - - -	- - ditto - - -	- - ditto - - -	—
2 ditto - - -	- - ditto - - -	- - ditto - - -	—
53 ditto - - -	- - ditto - - -	- - ditto - - -	—
9½ ditto - - -	- - ditto - - -	Condemned in the Exchequer - - -	—
1½ ditto - - -	- - ditto - - -	- - ditto - - -	—
14½ ditto - - -	Quantity not agreeing with permit	Restored on payment of duty - - -	—
1½ ditto - - -	Imported without permit - - -	- - ditto - - -	—
1 Ginger Cordial - - -	Imported in less than legal quantity -	Condemned in the Exchequer, and sold	—
33 Cordials - - -	Imported of a greater degree of strength	- - ditto - - -	—
64½ Sweets - - -	than allowed by law - - -	- - ditto - - -	—
2 ditto - - -	Imported without permit - - -	- - ditto - - -	—
½ ditto - - -	- - ditto - - -	- - ditto - - -	—
½ ditto - - -	Imported in an illegal package - -	- - ditto - - -	—
23½ ditto - - -	Quantity disagreeing with permit	20 gallons restored, 3½ condemned and sold	—
20 Cordial Whiskey -	Imported as Made Wine - - -	Condemned in the Exchequer, and sold	—
42 Sweets - - -	Quantity not agreeing with permit -	Restored on payment of duty - - -	—

SEIZURES OF SWEETS OR MADE WINES, AND SWEETENED COMPOUNDED SPIRITS—continued.

IMPORTED FROM SCOTLAND INTO ENGLAND—continued.

Articles seized.	Reason of Seizure.	How dealt with.	Amount of Penalty enforced.
Gallons.			£. s. d.
6 Ginger Wine -	Imported without permit - - -	Condemned in the Exchequer - -	—
6 Sweets - - -	Illegally imported - - -	Restored on payment of duty - -	—
2 ditto - - -	- - ditto - - -	- - ditto - - -	—
2½ ditto - - -	- - ditto - - -	- - ditto - - -	—
3 ditto - - -	- - ditto - - -	Condemned in the Exchequer - -	—
4½ ditto - - -	- - ditto - - -	Restored on payment of duty - -	—

IMPORTED FROM IRELAND INTO ENGLAND.

Gallons.				
7½ Raspberry Whiskey	Imported without permit - - -	Condemned in the Exchequer, and sold		—
1½ - ditto - - -	Removed without payment of duty - - -	- - ditto - - -		—
1½ Cordials - - -	- - ditto - - -	- - ditto - - -		—
1½ Raspberry Whiskey	- - ditto - - -	- - ditto - - -		—
1½ Sweets - - -	Imported without permit - - -	- - ditto - - -		—
17½ Ether - - -	- - ditto - - -	- - ditto - - -		—
1½ Cordials - - -	- - ditto - - -	- - ditto - - -		—
1½ Sweets - - -	- - ditto - - -	- - ditto - - -		—
1½ ditto - - -	Imported in an illegal package - - -	- - ditto - - -		—
1 Whiskey Cordial -	- - ditto - - -	- - ditto - - -		—
1½ Fruit Whiskey -	Removed without payment of duty - - -	- - ditto - - -		—
1½ Cordials - - -	- - ditto - - -	- - ditto - - -		—
2 Whiskey Cordials -	- - ditto - - -	- - ditto - - -		—
1 Raspberry Whiskey	Imported in an illegal package - - -	- - ditto - - -		—
18 Nitre - - -	Imported without permit - - -	Restored on payment of duty - -		—
40½ ditto - - -	Illegally landed without entry - - -	{ - - Restored on payment of duty, and } fine of - - -	- 10 -	
38½ Ammonia - - -				
22½ Nitre - - -	- - ditto - - -	- - ditto - - -		—
180 ditto - - -	- - Nonpayment of duty within the time allowed by law.	- - ditto - - -		—
20½ Ether - - -	Landed without entry - - -	- - ditto - - -		—
1½ Whiskey Cordials -	- - The quantity being less than allowed by law.	Condemned in the Exchequer, and sold		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1 - ditto - - -	- - ditto - - -	- - ditto - - -		—
7½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1 - ditto - - -	- - ditto - - -	- - ditto - - -		—
5½ Sweets - - -	Imported without permit - - -	Restored on payment of duty - -		—
12 Cordials - - -	- - Imported in less quantity than allowed by law.	Condemned in the Exchequer, and sold		—
1½ Fruit Whiskey	- - ditto - - -	- - ditto - - -		—
1 - ditto - - -	- - ditto - - -	- - ditto - - -		—
1 - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ Whiskey Cordial	- - ditto - - -	- - ditto - - -		—
2 - ditto - - -	- - ditto - - -	- - ditto - - -		—
1 - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
2 - ditto - - -	- - ditto - - -	Condemned in the Exchequer - -		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
1½ - ditto - - -	- - ditto - - -	Condemned in the Exchequer, and sold		—
1½ - ditto - - -	- - ditto - - -	- - ditto - - -		—
18½ Medicated Spirits -	Permit and goods not corresponding -	- - ditto - - -		—

SEIZED INLAND, being brought from Scotland into England, contrary to Provisions of Act 6 & 7 Will. IV., c. 72.

— N I L —

Excise Office, London, }
27 April 1841.

G. A. Cottrell,
First Genl Acc^t.

SWEETS OR MADE WINES.

RETURN of SWEETS or MADE WINES imported
into *England* from *Scotland* and *Ireland*; SEIZURES
made, &c.

(*Mr. Pattison.*)

Ordered, by The House of Commons, to be Printed,
29 April 1841.

276.

Under 1 oz.

SHEEP AND LAMBS' WOOL.

RETURN to an Order of the Honourable The House of Commons,
dated 3 February 1841 ;—*for*,

— 1. —

AN ACCOUNT of the Quantity of **SHEEP** and **LAMBS' WOOL** Imported into the United Kingdom in the year 1840 ; specifying the Countries from which it came, the Quantity that paid a Duty of One Penny per Pound, and the Quantity that paid a Duty of One Halfpenny per Pound ; of the Quantity of Foreign **WOOL** Re-exported during the same Period, and the Countries to which it was sent ; and the Quantity remaining warehoused under Bond on 5th January 1841.

— 2. —

AN ACCOUNT of the Quantity of **BRITISH SHEEP** and **LAMBS' WOOL** and **WOOLLEN YARN** Exported from the United Kingdom in the Year 1840 ; specifying the Countries to which they were sent.

— 3 —

AN ACCOUNT of the Quantity and Declared Value of **BRITISH MANUFACTURES** Exported from the United Kingdom in the Year 1840 ; specifying the Countries to which they were sent.

(Mr. Baines.)

Ordered, by The House of Commons, to be Printed,
23 April 1841.

— 1. —

AN ACCOUNT of the Quantity of SHEEP and LAMBS' WOOL Imported into the United Kingdom in the Year 1840; specifying the Countries from which it came, the Quantity that paid a Duty of One Penny per Pound, and the Quantity that paid a Duty of One Halfpenny per Pound; of the Quantity of Foreign WOOL Re-exported during the same Period, and the Countries to which it was sent; and the Quantity remaining Warehoused under Bond on the 5th day of January 1841.

		YEAR 1840.
		<i>Lbs.</i>
Quantity of Sheep and Lambs' Wool imported into the United Kingdom - - -	From Russia - - - - -	4,518,563
	Sweden and Norway - - - - -	5,961
	Denmark - - - - -	605,531
	Prussia - - - - -	24,646
	Germany - - - - -	21,812,099
	Holland - - - - -	46,247
	Belgium - - - - -	134,095
	France - - - - -	48,430
	Portugal - - - - -	374,915
	Spain - - - - -	1,266,905
	Gibraltar - - - - -	292,734
	Italy - - - - -	1,668,541
	Malta - - - - -	2,209
	Ionian Islands - - - - -	121,110
	Morea and Greek Islands - - - - -	42,893
	Turkey - - - - -	655,964
	Syria - - - - -	34,049
	Morocco - - - - -	337,908
	Cape of Good Hope - - - - -	751,741
	St. Helena - - - - -	4,683
	East India Company's territories - - - - -	2,441,370
	New South Wales - - - - -	6,215,329
	Port Philip - - - - -	785,398
	Van Diemen's Land - - - - -	2,626,178
	Swan River Settlement - - - - -	42,748
	South Australia - - - - -	51,590
	British North American Colonies - - - - -	15,793
	British West Indies - - - - -	3,286
	United States of America - - - - -	115,095
	Guatemala - - - - -	3,009
	Columbia - - - - -	842
	Brazil - - - - -	9,532
	States of Rio de la Plata - - - - -	616,731
	Chili - - - - -	989,790
	Peru - - - - -	2,770,379
	Foreign Wool - - - - -	49,436,284
	Produce of the Isle of Man - - - - -	11,830
	Total Quantity Imported - - - - -	49,448,114
Quantity of Foreign Sheep and Lambs' Wool retained for home consumption -	Charged with duty at 1 <i>d.</i> per lb. - - - - -	24,274,762
	Ditto - - - at $\frac{1}{2}$ <i>d.</i> per lb. - - - - -	12,582,394
	Ditto - - - at 6 <i>d.</i> per lb., being red wool - - - - -	4,978
	Duty free, being the produce of British possessions - - - - -	12,848,262
	Total Quantity retained for Home Consumption - - - - -	49,710,396
Quantity of Foreign Sheep and Lambs' Wool re-exported -	To Germany - - - - -	15,916
	Holland - - - - -	88,533
	Belgium - - - - -	558,297
	France - - - - -	180,566
	Italy - - - - -	56
	British North American Colonies - - - - -	1,820
	United States of America - - - - -	169,437
Total Quantity Re-exported - - - - -		1,014,625
Quantity of Foreign Sheep and Lambs' Wool remaining warchoused under Bond on the 5th January 1841 - - - - -		6,207,245

— 2. —

AN ACCOUNT of the Quantity of BRITISH SHEEP and LAMBS' WOOL and WOOLLEN YARN
Exported from the United Kingdom in the Year 1840; specifying the Countries to which they
were sent.

COUNTRIES TO WHICH EXPORTED.	YEAR 1840.	
	SHEEP AND LAMBS' WOOL.	WOOLLEN AND WORSTED YARN (including Yarn of Wool or Worsted mixed with other Materials).
	<i>Lbs.</i>	<i>Lbs.</i>
Russia - - - - -	- - - - -	166,039
Sweden - - - - -	- - - - -	2,150
Norway - - - - -	2,240	692
Denmark - - - - -	- - - - -	36
Prussia - - - - -	52	2,178
Germany - - - - -	551	2,096,959
Holland - - - - -	33,465	919,513
Belgium - - - - -	4,108,316	129,115
France - - - - -	664,699	232,646
Portugal, Azores and Madeira - - - - -	- - - - -	3,228
Spain and the Canaries - - - - -	- - - - -	3,299
Gibraltar - - - - -	- - - - -	62,330
Italy - - - - -	- - - - -	43,028
East Indies and China - - - - -	- - - - -	3,564
Western Coast of Africa - - - - -	- - - - -	410
British Colonies in North America - - - - -	- - - - -	22,218
British West Indies - - - - -	- - - - -	438
Foreign West Indies - - - - -	- - - - -	672
United States of America - - - - -	504	79,888
Columbia - - - - -	- - - - -	24
Brazil - - - - -	- - - - -	224
Isles of Guernsey, Jersey, Alderney, and Man -	560	27,993
TOTAL - - -	4,810,387	3,796,644

— 3. —

AN ACCOUNT of the Quantity and Declared Value of BRITISH

COUNTRIES TO WHICH EXPORTED.	Cloths of all Sorts.	Napped Coatings, Duffels, &c.	Kerseymeres.	Raizes of all Sorts.	Stuffs, Woollen or Worsted.
	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
Russia - - - - -	1,276	18	386	- -	55,808
Sweden - - - - -	111	10	84	- -	9,493
Norway - - - - -	424	61	65	48	2,734
Denmark - - - - -	63	14	24	- -	161
Prussia - - - - -	- -	- -	- -	- -	67
Germany - - - - -	13,728	5,257	2,587	273	425,878
Holland - - - - -	1,355	4,726	470	13,098	115,548
Belgium - - - - -	350	3,587	344	- -	60,790
France - - - - -	185	- -	26	20	23,025
Portugal, Azores and Madeira - - - - -	10,111	137	329	6,718	37,736
Spain and the Canaries - - - - -	452	71	446	3,412	34,679
Gibraltar - - - - -	1,295	78	725	55	29,249
Italy - - - - -	1,805	4	1,020	1	125,954
Malta - - - - -	392	- -	52	14	1,966
Ionian Islands - - - - -	177	10	20	- -	495
Morea and Greek Islands - - - - -	16	14	- -	- -	128
Turkey and Continental Greece - - - - -	474	25	136	2	12,764
Syria and Palestine - - - - -	- -	- -	- -	- -	1,308
East Indies and China - - - - -	44,009	70	317	10	187,098
Settlements in Australia - - - - -	5,811	125	1,337	201	12,753
New Zealand - - - - -	15	- -	1	40	240
South Sea Islands - - - - -	47	- -	- -	6	- -
Cape of Good Hope - - - - -	1,609	745	1,000	573	7,921
Other parts of Africa - - - - -	953	1	46	205	3,686
British Colonies in North America - - - - -	21,547	808	3,306	393	93,330
British West Indies - - - - -	3,302	18	303	468	25,499
Foreign West Indies - - - - -	2,465	40	20	550	17,688
United States of America - - - - -	44,235	210	6,459	299	272,865
Brazil - - - - -	16,334	50	2,660	7,295	74,091
Mexico and the States of South America - - - - -	41,417	- -	4,953	2,289	81,078
Isles of Guernsey, Jersey, Alderney and Man - - - - -	2,788	15	6	74	4,585
TOTAL - - - - -	215,746	16,094	27,122	36,044	1,718,617

Inspector-General's Office,
Custom-House, London,
21 April 1841.

— 3. —

WOOLLEN MANUFACTURES Exported from the United Kingdom in the Year 1840.

Flannel.	Blankets and Blanketing.	Carpets and Carpeting.	Woollens mixed with Cotton.	Hosiery; viz. Stockings, Woollen or Worsted.	Sundries; consisting of Hosiery not otherwise described, Rugs, Coverlids, Tapes, and small Wares.	Declared Value of British Woollen Manufactures Exported from the United Kingdom.
<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>	<i>Yards.</i>	<i>Dozen Pairs.</i>	<i>£.</i>	<i>£.</i>
4,050	1,458	12,786	52,145	211	508	128,919
2,150	1,500	1,683	1,625	54	72	15,006
3,074	784	360	567	204	338	9,062
160	- - -	583	360	49	96	1,176
50	200	2,070	- - -	- - -	- - -	454
379,160	13,800	84,183	534,222	993	11,299	751,227
152,262	115	51,884	147,045	5,363	7,018	264,444
102,216	720	17,707	94,852	3,139	2,190	123,506
11,539	300	7,869	110,744	205	298	44,559
5,643	1,588	6,972	118,081	422	3,049	180,260
2,738	11,130	8,478	12,254	301	1,009	82,682
10,267	600	5,801	161,601	270	1,514	89,679
14,244	2,980	21,220	123,413	1,316	8,047	222,554
2,189	500	881	500	6	289	6,726
1,727	400	1,191	720	19	355	3,152
190	60	- - -	- - -	10	55	410
6,457	460	8,514	18,048	60	1,637	25,588
- - -	- - -	320	- - -	- - -	76	1,476
63,621	22,376	7,555	68,711	2,577	8,288	608,552
103,775	457,288	55,092	52,277	8,971	12,480	145,062
1,420	14,400	250	- - -	- - -	92	2,178
1,520	1,600	- - -	- - -	- - -	- - -	798
82,800	17,036	13,430	16,964	1,831	1,551	44,796
3,423	5,080	224	3,160	86	3,084	15,718
429,775	329,695	163,907	92,673	24,605	25,057	446,363
37,418	79,039	7,240	100,147	1,781	9,883	90,847
1,561	181,106	8,110	23,712	985	4,084	71,951
53,977	745,290	119,517	1,525,215	35,049	37,091	1,069,721
9,332	180,854	6,569	85,655	4,299	14,136	307,930
44,550	71,874	123,507	283,943	4,131	9,010	541,329
82,189	20,220	20,736	240	9	1,428	31,728
1,613,477	2,162,653	758,639	3,628,874	96,946	164,034	5,327,853

William Irving,
Inspector-General of Imports and Exports.

SHEEP AND LAMBS' WOOL.

**AN ACCOUNT of Wool Imported, and of British
Wool, Woollen Yarn and Woollen Manu-
factures Exported, in the Year 1840.**

(*Mr. Baines.*)

*Ordered, by The House of Commons, to be Printed,
23 April 1841.*

255.

Under 1 oz.

POSTAGE.

COPY of TREASURY WARRANT fixing the RATES OF POSTAGE on Letters transmitted by the Post to and from Foreign Countries through the United Kingdom.

(Pursuant to Act 2 & 3 VICT. c. 52.)

Whitehall, Treasury Chambers, }
1 February 1841. }

R. GORDON.

Ordered, by The House of Commons, to be Printed, 15 February 1841.

TREASURY WARRANT.

WHEREAS by an Act passed in the last session of Parliament, intituled, "An Act for the Regulation of the Duties of Postage," power is given to the Commissioners of Her Majesty's Treasury, by warrant under their hands, to alter and fix any of the rates of British or inland postage, payable by law on the transmission by the post of foreign or colonial letters or newspapers, or any other printed papers, and to subject the same to rates of postage according to the weight thereof, and a scale of weight to be contained in such warrant; and, from time to time, by warrant as aforesaid, to alter or repeal any such altered rates, and make and establish any new or other rates in lieu thereof; and, by warrant as aforesaid, to appoint at what time the rates that might be payable were to be paid; and it is provided, that the power thereby given to alter and fix rates of postage should extend to any increase or reduction or remission of postage; and whereas it is expedient to regulate and fix the rates of postage on letters transmitted by the post to and from foreign countries through the United Kingdom; now we, the undersigned, being three of the Commissioners of Her Majesty's Treasury, do, in exercise of the power or authority in us for such purpose vested in and by the said Act, direct, that on every letter, not exceeding half an ounce in weight, transmitted by the post through the United Kingdom, between any of the foreign countries or places mentioned in the first, second, third, fourth, and fifth schedules hereto, or between any of such foreign countries or places and any of Her Majesty's colonies through the United Kingdom, there shall be charged and taken for the conveyance of any such letter, in lieu of the rates of postage payable thereon by the said Act, the rates of postage heretofore charged on such letters being the several and respective rates of postage following, that is to say; on all such letters passing between France and any of the countries or places mentioned in the First Schedule hereto, through the United Kingdom, there shall be charged and taken the rate of British postage set opposite the name of every such country or place in such schedule; and on all such letters passing between Germany (*viâ* France), or Holland, or Belgium, and any of the countries or places mentioned in the Second Schedule hereto, through the United Kingdom, there shall be charged and taken the rate of British postage set opposite the name of every such country or place in such last-mentioned schedule; and on all such letters passing between Germany (not *viâ* France), Denmark, Sweden, or other parts of the North of Europe, or any country through Belgium, or Holland, or Germany, and any of the countries or places mentioned in the Third Schedule hereto, through the United Kingdom, there shall be charged and taken the rate of British postage set opposite the name of every such country or place in such last-mentioned schedule; and on all such letters passing between Switzerland (*viâ* France) and any of the countries or places mentioned in the Fourth Schedule hereto, through the United Kingdom, there shall be charged and taken the rate of British postage set opposite the name of every such country or place in such last-mentioned schedule; and on all such letters passing between Spain, Italy, Sicily, Venetian Lombardy, Turkey, the Levant, or the Archipelago (all *viâ* France), and any of the countries

tries or places mentioned in the Fifth Schedule hereto, through the United Kingdom, there shall be charged and taken the rate of British postage set opposite the name of every such country or place in such last-mentioned schedule.

And we further direct, that on every letter, not exceeding half an ounce in weight, transmitted by the post between British North America or the United States of America, and any of the countries or places mentioned in the Sixth Schedule hereto, through any part of the United Kingdom without passing through London, there shall be charged and taken for the transmission of such letter the rates of British postage heretofore charged thereon, being the rate set opposite the name of every such country or place in the same schedule; and on every letter transmitted by the post between the West Indies and any of the countries or places mentioned in the Seventh Schedule hereto, through any part of the United Kingdom without passing through London, there shall be charged and taken for the transmission of such letter the rate of British postage heretofore chargeable thereon, being the rate set opposite the name of every such country or place in the same schedule; and on every letter transmitted by the post between Gibraltar and any of the foreign countries or places mentioned in the Eighth Schedule hereto, through any part of the United Kingdom without passing through London, there shall be charged and taken for the conveyance of such letter the rates of British postage heretofore chargeable thereon, being the rate set opposite the name of every such country or place in the same schedule; and on every letter transmitted by the post between Malta, the Ionian Isles, Greece, Syria, Egypt, or the East Indies (not *via* France), and any of the foreign countries or places mentioned in the Ninth Schedule hereto, through any part of the United Kingdom without passing through London, there shall be charged and taken for the conveyance of such letter the rate of British postage heretofore chargeable thereon, being the rate set opposite the name of every such country or place in the same schedule.

And we further direct, that on every letter, not exceeding half an ounce in weight, passing through the United Kingdom, between foreign countries, or between any foreign country and Her Majesty's colonies, which shall be forwarded to the United Kingdom by packet-boat, and from the United Kingdom by private ship, or forwarded to the United Kingdom by private ship, and from the United Kingdom by packet-boat, there shall be charged and taken for the conveyance of every such letter by private ship, an uniform rate of 8*d.*, and for the conveyance thereof by packet-boat the rate payable on such letter under the said Act; letters of this description to and from France excepted, on which shall be charged a rate of 1*s.* on every such letter sent from France, and a rate of 1*s.* 6*d.* on every such letter sent to France.

And we further direct, that no letter shall be transmitted by the post through the United Kingdom, unless the British postage chargeable thereon be paid before the same be sent out of the United Kingdom, or unless there be a treaty between the Postmaster-general and the Post-office of the foreign country from which it shall have been forwarded, or to which it shall be addressed, for collecting and accounting for the British postage on such letters, or unless such letters shall be addressed to any of Her Majesty's colonies in which Post-offices are or shall be established by or under the authority of the Postmaster-general.

And whereas by the said Act it is declared, that it shall be lawful for Her Majesty's Postmaster-general to charge on all letters conveyed by the post between places within any of Her Majesty's colonies, or conveyed by packet-boats between one part of Her Majesty's dominions and another part of the same dominions, or between Her Majesty's dominions and foreign parts, or between one port in any foreign country and another port in the same, or any other foreign country where post communications shall be established, and where rates of postage have not hitherto been authorized by law; and also to charge on all letters conveyed by any vessels to or from any of the colonies, or between any of the colonies, or between any of the colonies and a foreign port; and on all letters which shall be brought by the master of any vessel to the Post-office in any of the colonies, such rates of postage as the Commissioners of Her Majesty's Treasury, by warrant under their hands, shall from time to time direct.

Now we hereby direct, that on every letter not exceeding half an ounce in weight, conveyed by any vessel between any of Her Majesty's colonies, or
between

between any of the said colonies and any foreign port, not passing through the United Kingdom, there shall be charged and taken a sea postage of 4*d.*; and the Postmaster-general may allow to the masters of any such vessels, by way of gratuity, a sum not exceeding 2*d.* for each letter so conveyed by them as last aforesaid, for and on behalf of the Post-office; but no such gratuities shall be payable in respect of any letters on which gratuities will otherwise by law be payable under the said Act.

And we further direct, that on every letter, not exceeding half an ounce in weight, conveyed by any of Her Majesty's packet-boats between any foreign ports in South America, or between the Island of Madeira and the Canary Islands, or between the Island of Madeira or the Canary Islands and any port in South America, there shall be charged and taken a packet rate of 1*s.*

And we further direct, that on every letter transmitted as is mentioned in this Warrant, exceeding half an ounce in weight, there shall be charged and taken progressive and additional rates of postage according to the scale of weight and number of rates in the said Act contained as to letters, estimating and charging each additional rate at the sum which any such letter would be charged with under this Warrant, if not exceeding half an ounce in weight.

And we further direct, that on all printed prices current and printed commercial lists conveyed by packet-boat, or by any vessel from any of Her Majesty's colonies, addressed to any place within the United Kingdom, there shall be charged and taken a rate of postage of 1*d.* each; and on all such printed prices current and commercial lists, passing through the United Kingdom, there shall be charged and taken a rate of British postage of 2*d.* each; and on all printed prices current and commercial lists, sent from France or China to any place within the United Kingdom, there shall be charged and taken a rate of British postage of 1*d.* each; and on all printed prices current and commercial lists, sent from any foreign country, except France and China, to the United Kingdom, or from any of Her Majesty's colonies through France to the United Kingdom, there shall be charged and taken a rate of British postage of 2*d.* each.

And we further declare, that on all printed Votes and Proceedings of the Imperial Parliament, sent from any part of the United Kingdom to any of Her Majesty's colonies by private vessels, and on all printed Votes and Proceedings of the Colonial Legislatures, sent to the United Kingdom by private vessels, there shall be charged and paid the rates of British postage following; that is to say,

If not exceeding four ounces in weight, a rate of 2*d.*

If exceeding four ounces and not exceeding eight ounces in weight, a rate of 4*d.*

If exceeding eight ounces in weight and not exceeding 12 ounces in weight, a rate of 6*d.*

And if exceeding 12 ounces and not exceeding 16 ounces in weight, a rate of 8*d.*

And for every additional four ounces in weight, above the weight of 16 ounces, there shall be charged and paid an additional rate of 2*d.*, and any lesser weight than four ounces shall be charged as four ounces.

And we further direct, that all printed prices current, commercial lists, printed Votes and Proceedings of Parliament and the Colonial Legislatures, received within or sent out of the United Kingdom under this Warrant, shall be subject, as well to all the regulations and conditions prescribed by the said Act, in respect of printed papers sent by the post, as also to all such other regulations as the Postmaster-general, with the consent of the Commissioners of Her Majesty's Treasury, may from time to time make in respect of any paper or packet of such a description; and the Postmaster-general may allow to the masters of any vessels, by way of gratuity, a sum not exceeding 1*d.* for each printed price current and commercial list, and each packet of Printed Votes and Proceedings of Parliament or the Colonial Legislatures, conveyed by them for and on behalf of the Post-office.

Provided always, that it shall be lawful for the Postmaster-general (if he shall see fit) to delay the transmission of any such printed Votes or Proceedings of Parliament or the Colonial Legislatures, for any space not exceeding 24 hours, from the time at which the same would otherwise have been forwarded.

And we direct, that any gratuities authorised by this Warrant to masters of vessels for letters and printed papers conveyed by them for or on behalf of the Post-office, shall be paid at such times and places, and under all such regulations and restrictions, as the Postmaster-general shall in his discretion think fit.

And we further direct, that it shall in all cases be optional with the parties sending any printed prices current, commercial lists, printed Votes or Proceedings of Parliament, by the post to places out of the United Kingdom, in pursuance of this Warrant, to forward the same free of postage by means of a proper stamp or stamps thereon or affixed thereto, in manner in the said Act provided, or to forward the same in like manner as the same might otherwise have been forwarded under the said Act and this present Warrant; but, nevertheless, in case any printed prices current, commercial lists, printed Votes or Proceedings of Parliament, addressed to places out of the United Kingdom, shall have thereon or affixed thereto any stamp or stamps, being less in amount or value than the rates of postage to which such prices current, commercial lists, Votes or Proceedings would be liable under the said Act and this present Warrant, such prices current, commercial lists, printed Votes or Proceedings of Parliament, if the postage thereon be required by the Postmaster-general to be paid when posted, shall not in any case be forwarded by the post, but shall, so far as may be practicable, be returned to the senders thereof, through the Dead Letter Office; and, if the postage on such printed prices current, commercial lists, printed Votes or Proceedings, be not so required to be paid when posted, the same may be forwarded charged with such postage as if no stamp had been thereon or affixed thereto.

And whereas by the said Act it is provided, that no letter exceeding 16 ounces in weight shall be forwarded by the post between places within the United Kingdom, except petitions and addresses to Her Majesty, and petitions to either House of Parliament, and except in such other cases, and subject to such regulations and restrictions, as the Commissioners of Her Majesty's Treasury, by warrant under their hands, shall from time to time direct.

Now we hereby direct, that the following letters and parcels may be forwarded by the post between places within the United Kingdom, although exceeding 16 ounces in weight; that is to say,

1st. Bankers' parcels delivered at the General Post-office in London, containing reissuable cash notes issued by country bankers under annual licence, and payable at the houses of the respective agents in London (and which notes shall have been paid by such agents); but no packet shall be conveyed under this provision unless it shall be superscribed "reissuable country bank notes," and shall be certified by the signature of the agent or agents of such country bank, or one of them, in his or their own handwriting; and such packets shall be delivered at the General Post-office in London at such hours in the day, and under all such regulations, as the Postmaster-general shall appoint.

2d. Deeds, law proceedings, and law papers, posted at such places, within such hours, and under all such regulations as the Postmaster-general shall appoint.

3d. Letters to and from places beyond the seas.

And lastly, letters to and from any of the Government offices or departments, or any public officer who, on the 1st day of January 1840, had the privilege of franking by virtue of his office.

And we further direct, that the terms and expressions used in this present Warrant shall be construed to have the like meaning, in all respects, as they would have had if inserted in the said Act.

And we further direct, that this Warrant shall come into operation on the second day of September 1840.

Provided lastly, and we hereby declare and direct, that it shall be lawful for the Commissioners for the time being of Her Majesty's Treasury, or any three of them, by warrant under their hands, at any time hereafter to alter or repeal any of the rates hereby altered, or the regulations hereby made, and to make and establish any new or other rates or regulations in lieu thereof, and from time to time to appoint at what time the rates that may be payable are to be paid.

First

RATES OF POSTAGE.

5

First Schedule.

Between France and the Countries and Places hereinafter mentioned ; that is to say,

	s.	d.
Spain - - - - -	2	2
British North America and the United States of America - -	1	-
Gibraltar - - - - -	2	6
Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies - - - - -	2	6
Portugal - - - - -	2	7
Madeira - - - - -	2	8
Brazil - - - - -	3	7
Buenos Ayres, Chili, and Peru - - - - -	3	6
Mexico, Columbia, and Cuba - - - - -	3	2
St. Domingo - - - - -	2	4
Jamaica and the West Indies - - - - -	2	3

Second Schedule.

Between Germany (*viâ* France), or Holland, or Belgium, and the Countries and Places hereinafter mentioned ; that is to say,

	s.	d.
Spain (not <i>viâ</i> France) - - - - -	3	6
British North America and the United States of America - -	2	4
Gibraltar - - - - -	3	10
Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies - - - - -	3	10
Portugal - - - - -	3	10
Madeira - - - - -	3	11
Brazil - - - - -	4	10
Buenos Ayres, Chili, and Peru - - - - -	4	9
Mexico, Columbia, and Cuba - - - - -	4	5
St. Domingo - - - - -	3	7
Jamaica and the West Indies - - - - -	3	6

Third Schedule.

Between Germany (not *viâ* France), Denmark, Sweden, or other parts of the North of Europe, or any Country through Belgium, or Holland, or Germany, and the Countries and Places hereinafter mentioned ; that is to say,

	s.	d.
Spain (not <i>viâ</i> France) - - - - -	3	10
British North America and the United States of America - -	2	8
Gibraltar - - - - -	4	2
Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies - - - - -	4	2
Portugal - - - - -	4	2
Madeira - - - - -	4	3
Brazil - - - - -	5	2
Buenos Ayres, Chili, and Peru - - - - -	5	1
Mexico, Columbia, and Cuba - - - - -	4	9
St. Domingo - - - - -	3	11
Jamaica and the West Indies - - - - -	3	10

Fourth Schedule.

Between Switzerland (*viâ* France) and the Countries and Places hereinafter mentioned ; that is to say,

	s.	d.
Spain - - - - -	3	4
British North America and the United States of America - -	2	2
Gibraltar - - - - -	3	8
Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies - - - - -	3	8
Portugal - - - - -	3	8
Madeira - - - - -		

Fourth Schedule—continued.

	<i>s.</i>	<i>d.</i>
Madeira - - - - -	3	9
Brazil - - - - -	4	8
Buenos Ayres, Chili, and Peru - - - - -	4	7
Mexico, Columbia, and Cuba - - - - -	4	3
St. Domingo - - - - -	3	5
Jamaica and the West Indies - - - - -	3	4

Fifth Schedule.

Between Spain, Italy, Sicily, Venetian Lombardy, Turkey, the Levant, or the Archipelago (all *viâ* France), and the Countries and Places hereinafter mentioned ; that is to say,

	<i>s.</i>	<i>d.</i>
Spain - - - - -	3	9
British North America and the United States of America - - - - -	2	7
Gibraltar - - - - -	4	1
Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies - - - - -	4	1
Portugal - - - - -	4	1
Madeira - - - - -	4	2
Brazil - - - - -	5	1
Buenos Ayres, Chili, and Peru - - - - -	5	—
Mexico, Columbia, and Cuba - - - - -	4	8
St. Domingo - - - - -	3	10
Jamaica and the West Indies - - - - -	3	9

Sixth Schedule.

Rates of Postage to be charged on Letters arriving at any Port in the United Kingdom, and forwarded thence, without passing through London, between British North America, or the United States of America, and the Countries and Places hereinafter mentioned ; that is to say,

	<i>s.</i>	<i>d.</i>
Spain - - - - -	3	2
Portugal - - - - -	2	7
Brazil - - - - -	3	7
Buenos Ayres, Chili, and Peru - - - - -	3	5
Mexico, Columbia, and Cuba - - - - -	3	1
St. Domingo - - - - -	2	3

Seventh Schedule.

Rates of Postage to be charged on Letters arriving at any Port in the United Kingdom, and forwarded thence, without passing through London, between the West Indies and the Countries and Places hereinafter mentioned ; that is to say,

	<i>s.</i>	<i>d.</i>
Spain - - - - -	3	5
Portugal - - - - -	2	10
Brazil - - - - -	3	10
Buenos Ayres, Chili, and Peru - - - - -	3	8
Mexico, Columbia, and Cuba - - - - -	3	4
St. Domingo - - - - -	2	6

Eighth Schedule.

Rates of Postage to be charged on Letters arriving at any Port in the United Kingdom, and forwarded thence, without passing through London, between Gibraltar and the Countries and Places hereinafter mentioned ; that is to say,

	<i>s.</i>	<i>d.</i>
United States of America - - - - -	2	11
Brazil - - - - -	4	6
Buenos Ayres, Chili, and Peru - - - - -	4	4
Mexico, Columbia, and Cuba - - - - -	4	—
St. Domingo - - - - -	3	2

Ninth

RATES OF POSTAGE.

7

Ninth Schedule.

Rates of Postage to be charged on Letters arriving at any Port in the United Kingdom, and forwarded thence, without passing through London, between Malta, the Ionian Islands, Greece, Syria, Egypt, or the East Indies (not *via* France), and the Countries and Places hereinafter mentioned ; that is to say,

									<i>s.</i>	<i>d.</i>
United States of America	-	-	-	-	-	-	-	-	3	3
Brazil	-	-	-	-	-	-	-	-	4	10
Buenos Ayres, Chili, and Peru	-	-	-	-	-	-	-	-	4	8
Mexico, Columbia, and Cuba	-	-	-	-	-	-	-	-	4	4
St. Domingo	-	-	-	-	-	-	-	-	3	6

Dated this 1st day of September 1840.

(signed)

Melbourne.

F. Baring.

Thos. Wyse.

POSTAGE.

**TREASURY WARRANT fixing the RATES
OF POSTAGE on Letters transmitted by the
Post to and from Foreign Countries through
the United Kingdom.**

(Pursuant to Act 3 & 3 Vict. c. 52.)

***Ordered, by The House of Commons, to be Printed,
15 February 1841.***

53.

Under 1 oz.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 3 August 1840, also 18 February 1841 ;—for,

RETURNS, showing the manner in which POSTMASTERS in *England, Scotland* and *Ireland* are paid ; stating whether by Salary, and how much, or by a Per-centage, and at what Rate ; showing, in Columns, the NAMES of the TOWNS in *England, Scotland* and *Ireland* respectively, in which POST OFFICES, with or without Masters' Houses, have been entirely built, or been partly built with Public Money, with the Dates of their commencement and being finished, the Authority under which the Plans were obtained, and by whom sanctioned and approved, and the Sum Total of Public Money expended on each.

RETURN, as above, of the Names of the TOWNS in which the LETTER CARRIERS receive UNIFORMS at the PUBLIC EXPENSE, with the different Colours of these Uniforms, if any, with the Authority for issuing the said Uniform Clothing, and the Funds from whence they are paid.

RETURN, showing the NUMBER of the MAIL-COACH GUARDS who are paid entirely with PUBLIC MONEY, and of those who are partly paid with PUBLIC MONEY and partly by FEES from PASSENGERS, with the Authority under which the Distinction is made in the mode of paying this Class of Public Servants, with the annual Salary paid to each out of Public Money, and the Lines of Road travelled over by the Mail Coaches to which each Class of Guards are attached.

General Post Office, }
5 March 1841. }

W. L. MABERLY,
Secretary.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
19 March 1841.

ENGLAND.

A RETURN showing the manner in which POSTMASTERS in *England* are paid; stating whether by Salary, and how much, or by a Per-centage, and at what Rate.

POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.	POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Abergavenny - - -	76 - -	- - -	76 - -	Bishopstortford - -	44 - -	16 - -	60 - -
Aberystwith - - -	50 - -	1 10 -	51 10 -	Bishop's Waltham - -	24 - -	- - -	24 - -
Abingdon - - -	50 - -	- - -	50 - -	Blackburn - - -	65 - -	32 - -	97 - -
Accrington - - -	30 - -	- - -	30 - -	Blandford - - -	70 - -	6 - -	76 - -
Alfreton - - -	20 - -	2 - -	22 - -	Bodmin - - -	74 - -	1 - -	75 - -
Alnwick - - -	62 - -	12 10 -	74 10 -	Bognor - - -	40 - -	- - -	40 - -
Alresford - - -	50 - -	6 - -	56 - -	Bolton - - -	90 - -	92 - -	182 - -
Alton - - -	103 12 -	7 - -	110 12 -	Boroughbridge - -	104 - -	4 - -	108 - -
Altrencham - - -	30 - -	2 - -	32 - -	Boston - - -	78 - -	- - -	78 - -
Ambleside - - -	30 - -	- - -	30 - -	Bourne - - -	34 - -	- - -	34 - -
Amersham - - -	40 - -	- - -	40 - -	Brackley - - -	50 - -	- - -	50 - -
Amesbury - - -	20 - -	- - -	20 - -	Bracknell - - -	36 - -	- - -	36 - -
Ampthill - - -	32 - -	- - -	32 - -	Bradford (Wilts) - -	55 - -	1 - -	56 - -
Andoversford - -	10 - -	- - -	10 - -	Bradford (York) - -	100 - -	80 - -	180 - -
Andover - - -	56 - -	17 - -	73 - -	Braintree - - -	62 - -	2 - -	64 - -
Appleby - - -	45 - -	3 - -	48 - -	Brampton - - -	30 - -	- - -	30 - -
Arrington - - -	20 - -	- - -	20 - -	Brandon - - -	42 - -	2 - -	44 - -
Arundel - - -	56 - -	6 - -	62 - -	Brecon - - -	63 - -	- - -	63 - -
Ashbourne - - -	38 - -	5 - -	43 - -	Brentwood - - -	54 10 -	2 - -	56 10 -
Ashburton - - -	94 - -	1 - -	95 - -	Bridgend - - -	27 - -	- - -	27 - -
Ashby-de-la-Zouch -	40 - -	4 - -	44 - -	Bridgewater - - -	74 - -	6 - -	80 - -
Ashford - - -	50 - -	3 10 -	53 10 -	Bridgenorth - - -	34 - -	4 - -	38 - -
Atherstone - - -	60 - -	2 - -	62 - -	Bridlington - - -	54 - -	2 - -	56 - -
Attleborough - -	30 - -	- - -	30 - -	Bridport - - -	83 - -	1 10 -	84 10 -
Axminster - - -	60 - -	- - -	60 - -	Brigg - - -	50 - -	- - -	50 - -
Aylesbury - - -	70 - -	- - -	70 - -	Brighton - - -	200 - -	290 - -	490 - -
Aylsham - - -	50 - -	10 - -	60 - -	Bristol - - -	450 - -	- - -	- - -
Bagshot - - -	70 - -	- - -	70 - -	Ditto Fees - - -	* 150 - -	- - -	- - -
Baldock - - -	30 - -	2 - -	32 - -	Brixham - - -	62 - -	- - -	62 - -
Bakewell - - -	44 - -	2 10 -	46 10 -	Broadway - - -	24 - -	- - -	24 - -
Bampton - - -	25 - -	- - -	25 - -	Bromley - - -	58 - -	- - -	58 - -
Banbury - - -	54 - -	8 - -	62 - -	Brooms Grove - - -	57 - -	- - -	57 - -
Bangor - - -	90 - -	20 - -	110 - -	Bromyard - - -	38 - -	2 - -	40 - -
Barnard Castle - -	50 - -	3 - -	53 - -	Brough - - -	32 - -	15 - -	47 - -
Barnet - - -	62 - -	- - -	62 - -	Buckingham - - -	52 - -	- - -	52 - -
Barnesley - - -	62 - -	- - -	62 - -	Builth - - -	27 - -	- - -	27 - -
Barnstaple - - -	94 - -	20 10 -	114 10 -	Bungay - - -	42 - -	2 - -	44 - -
Barton-on-Humber -	30 - -	- - -	30 - -	Buntingford - - -	34 - -	- - -	34 - -
Basingstoke - - -	50 - -	13 - -	63 - -	Burford - - -	42 - -	2 - -	44 - -
Bath - - -	500 - -	- - -	500 - -	Burnley - - -	44 - -	2 10 -	46 10 -
Battle - - -	50 - -	- - -	50 - -	Burton (Westmorland) -	52 - -	- - -	52 - -
Bawtry - - -	44 - -	8 - -	52 - -	Burton-on-Trent - -	40 - -	15 - -	55 - -
Beaconsfield - - -	42 - -	- - -	42 - -	Bury (Lancaster) - -	70 - -	14 - -	84 10 -
Beaumaris - - -	45 - -	- - -	45 - -	Bury (Suffolk) - -	150 - -	36 - -	186 - -
Beccles - - -	44 - -	3 - -	47 - -	Buxton - - -	53 - -	- - -	53 - -
Bedale - - -	60 - -	2 10 -	62 10 -	Callington - - -	35 - -	- - -	35 - -
Bedford - - -	86 - -	7 - -	93 - -	Calne - - -	28 - -	2 - -	30 - -
Bedford - - -	72 - -	3 - -	75 - -	Cambridge - - -	151 - -	125 - -	276 - -
Belfor - - -	36 - -	- - -	36 - -	Camelford - - -	38 - -	- - -	38 - -
Benson, (ceased). -	- - -	- - -	- - -	Campden - - -	20 - -	- - -	20 - -
Berwick - - -	180 - -	10 10 -	190 10 -	Canterbury - - -	140 - -	81 10 -	221 10 -
Berkhempstead - -	32 - -	- - -	32 - -	Cardiff - - -	96 - -	- - -	96 - -
Beverley - - -	50 - -	17 - -	67 - -	Cardigan - - -	55 - -	2 - -	57 - -
Bewdley - - -	55 - -	- - -	55 - -	Carlisle - - -	260 - -	18 - -	278 - -
Bideford - - -	46 - -	6 10 -	52 10 -	Carmarthen - - -	120 - -	8 10 -	128 10 -
Bicester - - -	34 - -	2 - -	36 - -	Carnarvon - - -	80 - -	5 10 -	85 10 -
Biggleswade - - -	66 - -	4 10 -	70 10 -	Catterick - - -	46 - -	2 10 -	48 10 -
Billericay - - -	30 - -	- - -	30 - -	Caxton - - -	36 - -	- - -	36 - -
Bilstone - - -	60 - -	3 - -	63 - -	Chatford - - -	40 - -	- - -	40 - -
Birmingham - - -	500 - -	- - -	500 - -	Chard - - -	42 - -	- - -	42 - -
Bishop's Castle - -	26 - -	- - -	26 - -	Charmouth - - -	30 - -	- - -	30 - -

* The above is the average amount received by the Postmaster as per-centage on the Fees, which are carried to the account of the Revenue.

A RETURN, showing the manner in which Postmasters in *England* are paid, &c.—*continued.*

POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.			POST TOWNS.	Salary per Annum.			Compensation Loss for of Perquisites per Annum.			Total Salary and Compensation.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Chatham - - -	58	-	-	113	-	-	171	-	-	Eastbourne - - -	62	-	-	1 10	-	-	63 10	-	-
Chatteris - - -	40	-	-	-	-	-	40	-	-	Eccleshall - - -	25	-	-	-	-	-	25	-	-
Cheadle - - -	40	-	-	-	-	-	40	-	-	Edgeware - - -	46	-	-	-	-	-	46	-	-
Chelmsford - - -	126	-	-	1	-	-	127	-	-	East Grinstead - - -	76	-	-	-	-	-	76	-	-
Cheltenham - - -	300	-	-	53 10	-	-	353 10	-	-	Ellesmere - - -	48	-	-	3	-	-	51	-	-
Chepstow - - -	68	-	-	-	-	-	68	-	-	Ely - - -	50	-	-	3	-	-	53	-	-
Chertsey - - -	50	-	-	-	-	-	50	-	-	Emsworth - - -	50	-	-	2	-	-	52	-	-
Chester - - -	250	-	-	33	-	-	283	-	-	Enstone - - -	20	-	-	-	-	-	20	-	-
Chesterfield - - -	78	-	-	10 10	-	-	88 10	-	-	Epping - - -	30	-	-	-	-	-	30	-	-
Chester-le-Street - - -	40	-	-	5	-	-	45	-	-	Epsom - - -	68	-	-	5	-	-	73	-	-
Chichester - - -	146	-	-	38 10	-	-	184 10	-	-	Ernebridge - - -	25	-	-	-	-	-	25	-	-
Chippenham - - -	64	-	-	1	-	-	65	-	-	Esher - - -	44	-	-	-	-	-	44	-	-
Chipping Norton - - -	36	-	-	2	-	-	38	-	-	Evesham - - -	60	-	-	-	-	-	60	-	-
Chirk - - -	30	-	-	-	-	-	30	-	-	Exeter - - -	250	-	-	236	-	-	486	-	-
Chorley - - -	54	-	-	-	-	-	54	-	-	Exmouth - - -	65	-	-	-	-	-	65	-	-
Christchurch - - -	22	-	-	13 10	-	-	35 10	-	-	Eye - - -	32	-	-	-	-	-	32	-	-
Chudleigh - - -	47	-	-	-	-	-	47	-	-	Fairford - - -	32	-	-	-	-	-	32	-	-
Chumleigh - - -	30	-	-	-	-	-	30	-	-	Fakenham - - -	54	-	-	2	-	-	56	-	-
Cirencester - - -	80	-	-	6	-	-	86	-	-	Falmouth - - -	110	-	-	12 10	-	-	122 10	-	-
Clare - - -	24	-	-	-	-	-	24	-	-	Fareham - - -	64	-	-	5 10	-	-	69 10	-	-
Clitheroe - - -	40	-	-	-	-	-	40	-	-	Farringdon - - -	44	-	-	-	-	-	44	-	-
Cobham - - -	28	-	-	-	-	-	28	-	-	Farnham - - -	56	-	-	6	-	-	62	-	-
Cockermouth - - -	60	-	-	2	-	-	62	-	-	Felton - - -	44	-	-	-	-	-	44	-	-
Colchester - - -	180	-	-	-	-	-	180	-	-	Feversham - - -	52	-	-	16	-	-	68	-	-
Coleford - - -	35	-	-	2	-	-	37	-	-	Fenny Stratford - - -	40	-	-	-	-	-	40	-	-
Coleshill - - -	28	-	-	-	-	-	28	-	-	Ferrybridge - - -	60	-	-	3 10	-	-	63 10	-	-
Colnbrook - - -	40	-	-	-	-	-	40	-	-	Fordingbridge - - -	26	-	-	-	-	-	26	-	-
Congleton - - -	50	-	-	5	-	-	55	-	-	Footscray - - -	34	-	-	-	-	-	34	-	-
Conway - - -	40	-	-	2	-	-	42	-	-	Fowey - - -	26	-	-	-	-	-	26	-	-
Corwen - - -	40	-	-	-	-	-	40	-	-	Folkingham - - -	42	-	-	-	-	-	42	-	-
Coventry - - -	140	-	-	21 10	-	-	161 10	-	-	Folkstone - - -	46	-	-	1	-	-	47	-	-
Cowbridge - - -	40	-	-	-	-	-	40	-	-	Frome - - -	90	-	-	5 10	-	-	95 10	-	-
Cowes - - -	100	-	-	6	-	-	106	-	-	Gainsborough - - -	70	-	-	9	-	-	79	-	-
Cranbrook - - -	35	-	-	2	-	-	37	-	-	Gateshead - - -	56	-	-	-	-	-	56	-	-
Crawley - - -	40	-	-	-	-	-	40	-	-	Garstang - - -	44	-	-	-	-	-	44	-	-
Crediton - - -	67	-	-	2	-	-	69	-	-	Gerrard's Cross - - -	20	-	-	20	-	-	40	-	-
Crewkerne - - -	48	-	-	-	-	-	48	-	-	Glastonbury - - -	35	-	-	-	-	-	35	-	-
Crickhowell - - -	35	-	-	-	-	-	35	-	-	Gloucester - - -	215	-	-	2	-	-	217	-	-
Cross - - -	55	-	-	-	-	-	55	-	-	Godalming - - -	50	-	-	5	-	-	55	-	-
Croydon - - -	100	-	-	-	-	-	100	-	-	Godstone - - -	40	-	-	-	-	-	40	-	-
Cuckfield - - -	38	-	-	-	-	-	38	-	-	Goole - - -	50	-	-	-	-	-	50	-	-
Cullumpton - - -	56	-	-	-	-	-	56	-	-	Gosport - - -	90	-	-	12 10	-	-	102 10	-	-
Darling - - -	51	-	-	6	-	-	57	-	-	Grantham - - -	136	-	-	-	-	-	136	-	-
Darlington - - -	90	-	-	21	-	-	111	-	-	Gravesend - - -	70	-	-	13	-	-	83	-	-
Dartford - - -	90	-	-	6 10	-	-	96 10	-	-	Gretabridge - - -	32	-	-	-	-	-	32	-	-
Dartmouth - - -	62	-	-	4	-	-	66	-	-	Grimsby - - -	34	-	-	1 10	-	-	35 10	-	-
Daventry - - -	46	-	-	-	-	-	46	-	-	Guernsey - - -	140	-	-	1	-	-	141	-	-
Dawlish - - -	55	-	-	-	-	-	55	-	-	Guildford - - -	72	-	-	11	-	-	83	-	-
Deal - - -	152	-	-	-	-	-	152	-	-	Guisborough - - -	40	-	-	-	-	-	40	-	-
Denbigh - - -	40	-	-	2	-	-	42	-	-	Hadleigh - - -	46	-	-	-	-	-	46	-	-
Derby - - -	130	-	-	104 10	-	-	234 10	-	-	Halesworth - - -	36	-	-	-	-	-	36	-	-
Dereham - - -	44	-	-	2 10	-	-	46 10	-	-	Harlestone - - -	32	-	-	-	-	-	32	-	-
Devizes - - -	76	-	-	16	-	-	92	-	-	Halifax - - -	100	-	-	53 10	-	-	153 10	-	-
Devonport - - -	200	-	-	97	-	-	297	-	-	Harlow - - -	26	-	-	2	-	-	28	-	-
Dewsbury - - -	50	-	-	5	-	-	55	-	-	Halstead - - -	80	-	-	2 10	-	-	82 10	-	-
Diss - - -	44	-	-	-	-	-	44	-	-	Harrogate - - -	70	-	-	4	-	-	74	-	-
Doncaster - - -	140	-	-	42	-	-	182	-	-	Hartfordbridge - - -	40	-	-	3	-	-	43	-	-
Dorchester - - -	100	-	-	9 10	-	-	109 10	-	-	Harwich - - -	56	-	-	2 10	-	-	58 10	-	-
Dover - - -	90	-	-	72 10	-	-	162 10	-	-	Haselmere - - -	32	-	-	-	-	-	32	-	-
Downham - - -	34	-	-	3	-	-	37	-	-	Hastings - - -	100	-	-	12 10	-	-	112 10	-	-
Drayton - - -	40	-	-	55	-	-	95	-	-	Hatfield - - -	50	-	-	-	-	-	50	-	-
Driffield - - -	50	-	-	-	-	-	50	-	-	Havant - - -	45	-	-	2 10	-	-	47 10	-	-
Droitwich - - -	30	-	-	-	-	-	30	-	-	Haverfordwest - - -	65	-	-	5 10	-	-	70 10	-	-
Dudley - - -	80	-	-	19 10	-	-	99 10	-	-	Hawes - - -	20	-	-	-	-	-	20	-	-
Dunchurch - - -	32	-	-	-	-	-	32	-	-	Hay - - -	50	-	-	2	-	-	52	-	-
Dunmow - - -	33	-	-	3	-	-	36	-	-	Hayle - - -	30	-	-	-	-	-	30	-	-
Dunstable - - -	62	-	-	-	-	-	62	-	-	Haydonbridge - - -	50	-	-	-	-	-	50	-	-
Durham - - -	122	-	-	86	-	-	208	-	-	Helstone - - -	44	-	-	-	-	-	44	-	-
Dursley - - -	45	-	-	-	-	-	45	-	-	Hemel Hempstead - - -	54	-	-	3	-	-	57	-	-

A RETURN showing the manner in which Postmasters in *England* are paid, &c.—*continued*.

POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.			POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Henley - - -	80	-	-	-	-	-	80	-	-	Liphook - - -	42	-	-	-	-	-	42	-	-
Hereford - - -	120	-	-	52	-	-	172	-	-	Liskeard - - -	66	-	-	1	-	-	67	-	-
Hertford - - -	70	-	-	8	10	-	78	10	-	Liverpool - - -	300	-	-	100	-	-	400	-	-
Hexham - - -	58	-	-	8	-	-	66	-	-	Llandilo - - -	42	-	-	-	-	-	42	-	-
Heytesbury - - -	28	-	-	-	-	-	28	-	-	Llandoverly - - -	50	-	-	2	10	-	52	10	-
Higham Ferrars - - -	30	-	-	-	-	-	30	-	-	Llangadock - - -	20	-	-	-	-	-	20	-	-
Highworth - - -	45	-	-	-	-	-	45	-	-	Llanelly - - -	21	-	-	-	-	-	21	-	-
High Wycomb - - -	80	-	-	-	-	-	80	-	-	Llangollen - - -	30	-	-	-	-	-	30	-	-
Hinckley - - -	62	-	-	4	-	-	66	-	-	Longstratton - - -	20	-	-	-	-	-	20	-	-
Hindon - - -	35	-	-	-	-	-	35	-	-	Lostwithiel - - -	50	-	-	-	-	-	50	-	-
Hitchin - - -	45	-	-	-	-	-	45	-	-	Loughborough - - -	48	-	-	-	-	-	48	-	-
Hobbs' Point - - -	60	-	-	-	-	-	60	-	-	Louth - - -	50	-	-	4	10	-	54	10	-
Hoddesdon - - -	38	-	-	-	-	-	38	-	-	Lowestoffe - - -	50	-	-	-	-	-	50	-	-
Holbeach - - -	40	-	-	-	-	-	40	-	-	Ludlow - - -	66	-	-	12	-	-	78	-	-
Holt - - -	36	-	-	1	-	-	37	-	-	Luton - - -	36	-	-	-	-	-	36	-	-
Holyhead - - -	70	-	-	1	-	-	71	-	-	Lutterworth - - -	30	-	-	2	-	-	32	-	-
Holywell - - -	41	-	-	21	10	-	62	10	-	Lyme - - -	50	-	-	-	-	-	50	-	-
Honiton - - -	78	-	-	5	-	-	83	-	-	Lymington - - -	62	-	-	24	-	-	86	-	-
Horncastle - - -	54	-	-	19	-	-	73	-	-	Lyndhurst - - -	20	-	-	-	-	-	20	-	-
Horndean - - -	34	-	-	-	-	-	34	-	-	Lynn - - -	120	-	-	3	-	-	123	-	-
Horsham - - -	46	-	-	9	-	-	55	-	-	Macclesfield - - -	76	-	-	-	-	-	76	-	-
Hounslow - - -	82	-	-	7	-	-	89	-	-	Maidenhead - - -	77	-	-	15	-	-	92	-	-
Howden - - -	44	-	-	3	10	-	47	10	-	Maidstone - - -	80	-	-	154	10	-	234	10	-
Huddersfield - - -	90	-	-	54	10	-	144	10	-	Maldon - - -	84	-	-	3	10	-	87	10	-
Hull - - -	270	-	-	249	-	-	519	-	-	Malvern, Great - - -	60	-	-	-	-	-	60	-	-
Hungerford - - -	44	-	-	2	10	-	46	10	-	Manchester - - -	360	-	-	90	-	-	450	-	-
Huntingdon - - -	110	-	-	-	-	-	110	-	-	Manningtree - - -	48	-	-	2	-	-	50	-	-
Hythe - - -	54	-	-	-	-	-	54	-	-	Mansfield - - -	64	-	-	6	10	-	70	10	-
Jersey - - -	160	-	-	-	-	-	160	-	-	Marazion - - -	40	-	-	-	-	-	40	-	-
Ilchester - - -	40	-	-	-	-	-	40	-	-	March - - -	35	-	-	-	-	-	35	-	-
Ilfracombe - - -	50	-	-	-	-	-	50	-	-	Margate - - -	70	-	-	58	10	-	128	10	-
Ilminster - - -	40	-	-	-	-	-	40	-	-	Market Deeping - - -	30	-	-	-	-	-	30	-	-
Ingalestone - - -	70	-	-	-	-	-	70	-	-	Market Harborough - - -	58	-	-	-	-	-	58	-	-
Ipswich - - -	136	-	-	65	-	-	201	-	-	Market Raisin - - -	30	-	-	-	-	-	30	-	-
Ironbridge - - -	40	-	-	-	-	-	40	-	-	Market Street - - -	30	-	-	-	-	-	30	-	-
Isle of Man - - -	80	-	-	8	-	-	88	-	-	Market Weighton - - -	46	-	-	-	-	-	46	-	-
Ivybridge - - -	25	15	-	-	-	-	25	15	-	Marlborough - - -	75	-	-	5	10	-	80	10	-
Keinton - - -	16	-	-	-	-	-	16	-	-	Marlow - - -	34	-	-	5	-	-	39	-	-
Kelvedon - - -	50	-	-	-	-	-	50	-	-	Maryport - - -	46	-	-	-	-	-	46	-	-
Kendal - - -	100	-	-	19	-	-	119	-	-	Matlock Bath - - -	40	-	-	-	-	-	40	-	-
Keswick - - -	46	-	-	-	-	-	46	-	-	Melksham - - -	45	-	-	-	-	-	45	-	-
Kettering - - -	56	-	-	2	-	-	58	-	-	Melton Mowbray - - -	47	-	-	2	10	-	49	10	-
Kidderminster - - -	95	-	-	7	-	-	102	-	-	Merthyr Tydvell - - -	80	-	-	6	-	-	86	-	-
Kimbolton - - -	22	-	-	-	-	-	22	-	-	Middlewich - - -	60	-	-	-	-	-	60	-	-
Kington - - -	40	-	-	2	10	-	42	10	-	Midhurst - - -	32	-	-	3	-	-	35	-	-
Kingsbridge - - -	50	-	-	-	-	-	50	-	-	Mildenhall - - -	46	-	-	2	-	-	48	-	-
Kingston - - -	66	-	-	6	10	-	72	10	-	Milford - - -	60	-	-	1	-	-	61	-	-
Kirby Lonsdale - - -	38	-	-	2	10	-	40	10	-	Milnthorpe - - -	40	-	-	-	-	-	40	-	-
Knaresborough - - -	60	-	-	-	-	-	60	-	-	Monmouth - - -	70	-	-	-	-	-	70	-	-
Knutsford - - -	88	-	-	4	10	-	92	10	-	Morton in Marsh - - -	40	-	-	-	-	-	40	-	-
Lamberhurst - - -	78	-	-	-	-	-	78	-	-	Mold - - -	35	-	-	5	-	-	40	-	-
Lampeter - - -	50	-	-	-	-	-	50	-	-	Morpeth - - -	66	-	-	4	-	-	70	-	-
Lancaster - - -	110	-	-	25	10	-	135	10	-	Namptwich - - -	58	-	-	4	10	-	62	10	-
Launceston - - -	62	-	-	-	-	-	62	-	-	Narbeth - - -	35	-	-	-	-	-	35	-	-
Lawton - - -	30	-	-	-	-	-	30	-	-	Neath - - -	54	-	-	-	-	-	54	-	-
Leamington - - -	115	-	-	-	-	-	115	-	-	Newark - - -	130	-	-	20	-	-	150	-	-
Leatherhead - - -	40	-	-	-	-	-	40	-	-	Newbury - - -	96	-	-	22	10	-	118	10	-
Lechlade - - -	16	-	-	-	-	-	16	-	-	Newcastle, Staffordshire - - -	120	-	-	-	-	-	120	-	-
Ledbury - - -	38	-	-	4	-	-	42	-	-	Newcastle-upon-Tyne - - -	300	-	-	369	-	-	669	-	-
Leeds - - -	290	-	-	18	-	-	308	-	-	New Malton - - -	60	-	-	6	10	-	66	10	-
Leek - - -	54	-	-	5	10	-	59	10	-	Newmarket - - -	100	-	-	-	-	-	100	-	-
Leicester - - -	170	-	-	66	10	-	236	10	-	Newnham - - -	30	-	-	-	-	-	30	-	-
Leighton Buzzard - - -	48	-	-	-	-	-	48	-	-	Newport, Isle of Wight - - -	50	-	-	8	-	-	58	-	-
Leominster - - -	70	-	-	5	-	-	75	-	-	Newport, Monmouth - - -	60	-	-	40	-	-	100	-	-
Lewis - - -	93	-	-	31	-	-	124	-	-	Newport Pagnel - - -	75	-	-	6	-	-	81	-	-
Lichfield - - -	140	-	-	11	10	-	151	10	-	New Romney - - -	36	-	-	1	-	-	37	-	-
Lincoln - - -	120	-	-	33	-	-	153	-	-	Newport, Shropshire - - -	32	-	-	4	-	-	36	-	-
Linton - - -	20	-	-	-	-	-	20	-	-	Newport Abbott - - -	92	-	-	17	-	-	109	-	-
										Newtown - - -	40	-	-	4	-	-	44	-	-

A RETURN showing the manner in which Postmasters in *England* are paid, &c.—*continued.*

POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.			POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Northallerton	62	-	-	6	10	-	68	10	-	Ryde	105	-	-	-	-	-	105	-	-
Northampton	150	-	-	-	-	-	150	-	-	Rye	44	-	-	-	-	-	44	-	-
Northleach	36	-	-	-	-	-	36	-	-	Saffron Walden	44	-	-	-	-	-	44	-	-
North Shields	140	-	-	96	10	-	236	10	-	Salisbury	170	-	-	104	10	-	274	10	-
Northwich	50	-	-	-	-	-	50	-	-	Sandbach	30	-	-	-	-	-	30	-	-
Norwich	290	-	-	153	10	-	443	10	-	Sandwich	40	-	-	-	-	-	40	-	-
Nottingham	200	-	-	8	-	-	208	-	-	Sawbridgeworth	20	-	-	-	-	-	20	-	-
Oakhams	24	-	-	-	-	-	24	-	-	Saxmundham	52	-	-	3	10	-	55	10	-
Odiam	28	-	-	-	-	-	28	-	-	Scarborough	93	-	-	-	-	-	93	-	-
Ollerton	30	-	-	-	-	-	30	-	-	Scole	45	-	-	-	-	-	45	-	-
Okehampton	52	-	-	-	-	-	52	-	-	Selby	50	-	-	5	-	-	55	-	-
Ongar	24	-	-	-	-	-	24	-	-	Settle	40	-	-	-	-	-	40	-	-
Ormskirk	48	-	-	1	-	-	49	-	-	Sevenoaks	50	-	-	6	10	-	56	10	-
Otley	44	-	-	2	-	-	46	-	-	Shaftesbury	92	-	-	3	10	-	95	10	-
Owesity	82	-	-	3	10	-	85	10	-	Sheerness	80	-	-	14	10	-	94	10	-
Oundle	36	-	-	4	-	-	40	-	-	Sheffield	250	-	-	266	-	-	516	-	-
Overton	18	-	-	-	-	-	18	-	-	Shepton Mallet	64	-	-	-	-	-	64	-	-
Oxford	230	-	-	5	10	-	235	10	-	Sherborne	40	-	-	4	10	-	44	10	-
Pembroke	37	-	-	-	-	-	37	-	-	Shiffnal	80	-	-	6	-	-	86	-	-
Penkridge	30	-	-	-	-	-	30	-	-	Shipstone	30	-	-	-	-	-	30	-	-
Penryn	72	-	-	1	10	-	73	10	-	Shoreham	48	-	-	1	10	-	49	10	-
Penrith	100	-	-	22	-	-	122	-	-	Shooters Hill	65	-	-	-	-	-	65	-	-
Pershore	26	-	-	-	-	-	26	-	-	Shrewsbury	200	-	-	106	10	-	306	10	-
Penzance	68	-	-	4	-	-	72	-	-	Sidmouth	50	-	-	2	-	-	52	-	-
Peterborough	72	-	-	11	-	-	83	-	-	Sittingbourne	86	-	-	7	-	-	93	-	-
Petersfield	49	-	-	-	-	-	49	-	-	Skipton	60	-	-	-	-	-	60	-	-
Petworth	66	-	-	10	-	-	76	-	-	Sleaford	42	-	-	4	-	-	46	-	-
Pewsey	23	-	-	-	-	-	23	-	-	Solihull	30	-	-	10	-	-	40	-	-
Pickering	38	-	-	-	-	-	38	-	-	Somerton	46	-	-	-	-	-	46	-	-
Plymouth	150	-	-	97	-	-	247	-	-	Southall	40	-	-	-	-	-	40	-	-
Plympton	30	-	-	-	-	-	30	-	-	Southam	30	-	-	-	-	-	30	-	-
Pocklington	42	-	-	-	-	-	42	-	-	Southampton	307	-	-	-	-	-	307	-	-
Pontefract	60	-	-	3	-	-	63	-	-	Southmolton	32	-	-	-	-	-	32	-	-
Pool	96	-	-	7	-	-	103	-	-	South Shields	120	-	-	26	-	-	146	-	-
Portsmouth	370	-	-	142	-	-	512	-	-	South Petherton	24	-	-	-	-	-	24	-	-
Prescot	64	-	-	8	-	-	72	-	-	Spalding	70	-	-	4	-	-	74	-	-
Presteign	46	-	-	-	-	-	46	-	-	Spilsby	46	-	-	2	-	-	48	-	-
Preston	190	-	-	32	10	-	222	10	-	Spittal	36	-	-	-	-	-	36	-	-
Preston Brooke	30	-	-	-	-	-	30	-	-	Stafford	120	-	-	-	-	-	120	-	-
Pwllheli	40	-	-	3	-	-	43	-	-	Stamford	120	-	-	1	10	-	121	10	-
Queenborough	47	-	-	-	-	-	47	-	-	Staines	110	-	-	1	-	-	111	-	-
Ramsgate	120	-	-	85	-	-	205	-	-	Stanmore	46	-	-	8	-	-	54	-	-
Ravenglass	20	-	-	-	-	-	20	-	-	St. Asaph	40	-	-	-	-	-	40	-	-
Redruth	30	-	-	-	-	-	30	-	-	St. Alban's	96	-	-	-	-	-	96	-	-
Reading	120	-	-	35	-	-	155	-	-	St. Austle	68	-	-	8	-	-	76	-	-
Reigate	54	-	-	-	-	-	54	-	-	St. Clears	30	-	-	-	-	-	30	-	-
Retford	34	-	-	14	-	-	48	-	-	St. Columb	24	-	-	-	-	-	24	-	-
Rhayader	35	-	-	-	-	-	35	-	-	St. Helen's	50	-	-	-	-	-	50	-	-
Richmond	56	-	-	9	-	-	65	-	-	St. Ives	56	-	-	-	-	-	56	-	-
Rickmansworth	40	-	-	-	-	-	40	-	-	St. Leonard's	50	-	-	-	-	-	50	-	-
Ripley	26	-	-	-	-	-	26	-	-	St. Neots	50	-	-	-	-	-	50	-	-
Ringwood	46	-	-	5	-	-	51	-	-	Stevenage	44	-	-	-	-	-	44	-	-
Ripon	60	-	-	10	10	-	70	10	-	Steyning	32	-	-	-	-	-	32	-	-
Robertsbridge	40	-	-	-	-	-	40	-	-	Stilton	80	-	-	-	-	-	80	-	-
Rochdale	93	-	-	-	-	-	93	-	-	Stockbridge	28	-	-	-	-	-	28	-	-
Rochester	104	-	-	62	-	-	166	-	-	Stockport	80	-	-	65	-	-	145	-	-
Rochford	60	-	-	1	-	-	61	-	-	Stockton	80	-	-	26	-	-	106	-	-
Rockingham	20	-	-	-	-	-	20	-	-	Stokenchurch	20	-	-	-	-	-	20	-	-
Ross	60	-	-	15	-	-	75	-	-	Stokesley	30	-	-	-	-	-	30	-	-
Rotherham	78	-	-	7	-	-	85	-	-	Stone	66	-	-	-	-	-	66	-	-
Rougham	58	-	-	-	-	-	58	-	-	Stoneham	30	-	-	-	-	-	30	-	-
Royston	60	-	-	-	-	-	60	-	-	Stonycross	12	-	-	-	-	-	12	-	-
Rugby	50	-	-	25	-	-	75	-	-	Stony Stratford	48	-	-	4	-	-	52	-	-
Rugeley	40	-	-	4	10	-	44	10	-	Stourbridge	85	-	-	-	-	-	85	-	-
Rumford	80	-	-	1	10	-	81	10	-	Stourport	30	-	-	-	-	-	30	-	-
Rumsey	66	-	-	8	-	-	74	-	-	Stowmarket	46	-	-	2	10	-	48	10	-
Ruthyn	40	-	-	-	-	-	40	-	-	Stroud	74	-	-	1	-	-	75	-	-
Rushyford	44	-	-	5	-	-	49	-	-	Stratford-on-Avon	93	-	-	6	-	-	99	-	-
										Sudbury	70	-	-	-	-	-	70	-	-
										Sunderland	142	-	-	148	16	-	290	16	-

A RETURN showing the manner in which Postmasters in *England* are paid, &c.—*continued*.

POST TOWNS.	Salary per Annum.		Compensation for Loss of Perquisites per Annum.		Total Salary and Compensation.		POST TOWNS.	Salary per Annum.		Compensation for Loss of Perquisites per Annum.		Total Salary and Compensation.	
	£.	s. d.	£.	s. d.	£.	s. d.		£.	s. d.	£.	s. d.	£.	s. d.
Swaffham - - -	56	- -	-	-	56	- -	Watford - - -	56	- -	-	-	56	- -
Swansea - - -	62	- -	44	10 -	106	10 -	Wednesbury - - -	60	- -	-	-	60	- -
Swindon - - -	20	- -	-	-	20	- -	Weedon - - -	30	- -	-	-	30	- -
Tadcaster - - -	104	- -	2	10 -	106	10 -	Welchpool - - -	85	- -	8	10 -	93	10 -
Taibach - - -	30	- -	-	-	30	- -	Welford - - -	24	- -	-	-	24	- -
Tamworth - - -	60	- -	-	-	60	- -	Wellingborough - - -	32	- -	-	-	32	- -
Tarporley - - -	30	- -	-	-	30	- -	Wellington, Salop - - -	40	- -	6	10 -	46	10 -
Taunton - - -	150	- -	9	10 -	159	10 -	Wellington, Somerset - - -	50	- -	1	- -	51	- -
Tavistock - - -	78	- -	4	- -	82	- -	Wells, Norfolk - - -	38	- -	-	-	38	- -
Téignmouth - - -	75	- -	2	10 -	77	10 -	Wells, Somerset - - -	84	- -	34	- -	118	- -
Tenbury - - -	26	- -	-	-	26	- -	Welwyn - - -	40	- -	3	- -	43	- -
Tenby - - -	50	- -	1	- -	51	- -	Wendover - - -	24	- -	-	-	24	- -
Tenterden - - -	30	- -	-	-	30	- -	Westbury - - -	38	- -	2	- -	40	- -
Tetbury - - -	36	- -	-	-	36	- -	West Bromwich - - -	60	- -	-	-	60	- -
Tetsworth - - -	50	- -	-	-	50	- -	Wetherby - - -	85	- -	4	- -	89	- -
Tewkesbury - - -	92	- -	5	10 -	97	10 -	Weymouth - - -	130	- -	5	- -	135	- -
Thame - - -	30	- -	-	-	30	- -	Wheatley - - -	24	- -	-	-	24	- -
Thetford - - -	84	- -	2	- -	86	- -	Whitby - - -	70	- -	7	10 -	77	10 -
Thirak - - -	76	- -	6	- -	82	- -	Whitechurch, Hants - - -	20	- -	-	-	20	- -
Thorne - - -	46	- -	2	- -	48	- -	Whitchurch, Shropshire - - -	56	- -	-	-	56	- -
Thrapstone - - -	30	- -	2	- -	32	- -	Whitehaven - - -	120	- -	5	10 -	125	10 -
Tipton - - -	30	- -	-	-	30	- -	Wigan - - -	52	- -	-	-	52	- -
Tiverton - - -	97	- -	15	- -	112	- -	Wigton - - -	30	- -	-	-	30	- -
Topsham - - -	33	- -	-	-	33	- -	Wiley - - -	150	- -	-	-	150	- -
Torquay - - -	60	- -	2	- -	62	- -	Wimborne - - -	44	- -	-	-	44	- -
Torrington - - -	40	- -	-	-	40	- -	Wincanton - - -	75	- -	-	-	75	- -
Totness - - -	60	- -	2	- -	62	- -	Windsor - - -	150	- -	-	-	150	- -
Towcester - - -	38	- -	2	10 -	40	10 -	Winchester - - -	90	- -	39	10 -	129	10 -
Tring - - -	30	- -	-	-	30	- -	Wingham - - -	30	- -	2	- -	32	- -
Trowbridge - - -	70	- -	7	- -	77	- -	Winslow - - -	26	- -	-	-	26	- -
Tura - - -	110	- -	11	- -	121	- -	Wirksworth - - -	26	- -	-	-	26	- -
Tunbridge - - -	80	- -	-	-	80	- -	Wisbeach - - -	90	- -	5	10 -	95	10 -
Tunbridge Wells - - -	56	- -	16	- -	72	- -	Witham - - -	48	- -	3	- -	51	- -
Tuxford - - -	20	- -	-	-	20	- -	Witney - - -	39	- -	-	-	39	- -
Uckfield - - -	90	- -	3	10 -	93	10 -	Witwilscombe - - -	30	- -	-	-	30	- -
Ulverstone - - -	40	- -	31	10 -	71	10 -	Woburn - - -	50	- -	3	- -	53	- -
Uppingham - - -	40	- -	-	-	40	- -	Wokingham - - -	40	- -	-	-	40	- -
Uttoxeter - - -	60	- -	2	- -	62	- -	Wolverhampton - - -	180	- -	-	-	180	- -
Usk - - -	32	- -	-	-	32	- -	Woodbridge - - -	85	- -	19	10 -	104	10 -
Uxbridge - - -	56	- -	34	10 -	90	10 -	Woodstock - - -	43	- -	-	-	43	- -
Wakefield - - -	90	- -	64	- -	154	- -	Wootton-under-Edge - - -	46	- -	-	-	46	- -
Wallingford - - -	40	- -	-	-	40	- -	Woodyates - - -	40	- -	-	-	40	- -
Walsal - - -	70	- -	-	-	70	- -	Worcester - - -	260	- -	35	- -	295	- -
Walthamcross - - -	110	- -	1	- -	111	- -	Workington - - -	56	- -	-	-	56	- -
Wandsford - - -	20	- -	-	-	20	- -	Worthing - - -	70	- -	3	10 -	73	10 -
Wangford - - -	48	- -	-	-	48	- -	Worksop - - -	40	- -	3	10 -	43	10 -
Wantage - - -	34	- -	4	- -	38	- -	Wrexham - - -	60	- -	-	-	60	- -
Ware - - -	70	- -	2	10 -	72	10 -	Wymondham - - -	22	- -	-	-	22	- -
Wareham - - -	42	- -	3	10 -	45	10 -	Yarm - - -	40	- -	-	-	40	- -
Warminster - - -	68	- -	-	-	68	- -	Yarmouth - - -	140	- -	-	-	140	- -
Warrington - - -	166	- -	-	-	166	- -	Yealampton - - -	30	- -	-	-	30	- -
Warwick - - -	109	- -	-	-	109	- -	Yeovil - - -	42	- -	3	10 -	45	10 -
							York - - -	340	- -	173	8 -	513	8 -

Note.—The compensations cease with the tenure of office of the present Postmasters.

No Postmaster is paid by a per-centage, except Bristol.

General Post Office, }
25 November 1840. }

C. T. Court,
Acct. Genl,

SCOTLAND.

A RETURN showing the manner in which the POSTMASTERS in Scotland are paid; stating whether by Salary, and how much, or by a Per-centage, and at what Rate.

POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.	POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Aberbrothwick -	65 - -	15 - -	80 - -	Cumnock -	20 - -	- - -	20 - -
Aberdeen -	100 - -	7 10 -	207 10 -	Cupar Angus -	25 - -	2 - -	27 - -
Aberdour -	15 - -	- - -	15 - -	Cupar Fife -	50 - -	20 - -	70 - -
Aberfeldie -	20 - -	2 10 -	22 10 -	Currie -	10 - -	- - -	10 - -
Aboyne -	12 - -	- - -	12 - -	Dalkeith -	45 - -	- - -	45 - -
Airdrie -	30 - -	3 10 -	33 10 -	Denny -	25 - -	- - -	25 - -
Alloa -	42 - -	5 - -	47 - -	Dingwall -	40 - -	5 - -	45 - -
Annam -	37 - -	2 10 -	39 10 -	Dornock -	21 - -	- - -	21 - -
Anstruther -	20 - -	- - -	20 - -	Douglas -	20 - -	- - -	20 - -
Appin -	20 - -	- - -	20 - -	Donne -	16 - -	- - -	16 - -
Anderson -	20 - -	- - -	20 - -	Dumbarton -	40 - -	- - -	40 - -
Aross -	20 - -	- - -	20 - -	Dumfries -	110 - -	3 10 -	113 10 -
Auchterarder -	18 - -	2 - -	20 - -	Dunbar -	50 - -	7 - -	57 - -
Auchtermuchty -	25 - -	2 - -	27 - -	Dunbeath -	17 - -	- - -	17 - -
Ayr -	100 - -	10 10 -	110 10 -	Dunblain -	18 - -	- - -	18 - -
Ayton -	35 - -	- - -	35 - -	Dundee -	150 - -	12 - -	162 - -
Balerno -	5 - -	- - -	5 - -	Dunfermline -	50 - -	21 10 -	71 10 -
Ballantrae -	15 - -	- - -	15 - -	Dunkeld -	35 - -	- - -	35 - -
Ballater -	7 - -	- - -	7 - -	Dunoon -	25 - -	- - -	25 - -
Ballindalloch -	20 - -	- - -	20 - -	Dunse -	35 - -	2 - -	37 - -
Banchory -	12 - -	- - -	12 - -	Dunvegan -	18 - -	- - -	18 - -
Banff -	55 - -	6 - -	61 - -	Ecclefechan -	21 - -	- - -	21 - -
Bathgate -	15 - -	- - -	15 - -	Eddlestane -	6 - -	- - -	6 - -
Beaully -	21 - -	- - -	21 - -	Elgin -	50 - -	7 - -	57 - -
Beith -	20 - -	- - -	20 - -	Ellon -	20 - -	2 - -	22 - -
Bervie -	25 - -	- - -	25 - -	Errol -	14 - -	- - -	14 - -
Bigger -	16 - -	- - -	16 - -	Evanton -	12 - -	- - -	12 - -
Blackshields -	10 - -	- - -	10 - -	Falkirk -	70 - -	- - -	70 - -
Blair Adam -	12 - -	- - -	12 - -	Fettercairn -	12 - -	- - -	12 - -
Blair Athole -	18 - -	- - -	18 - -	Fochabers -	45 - -	- - -	45 - -
Blair Gowrie -	24 - -	2 - -	26 - -	Ford -	18 - -	- - -	18 - -
Bonarbridge -	15 - -	- - -	15 - -	Forfar -	44 - -	12 - -	56 - -
Bonan -	24 - -	- - -	24 - -	Forres -	45 - -	4 - -	49 - -
Boness -	35 - -	- - -	35 - -	Fort Augustus -	15 - -	- - -	15 - -
Bowmore -	18 - -	- - -	18 - -	Fortrose -	20 - -	- - -	20 - -
Braco -	15 - -	- - -	15 - -	Fort William -	30 - -	- - -	30 - -
Brechin -	30 - -	6 - -	36 - -	Fraserburgh -	26 - -	4 10 -	30 10 -
Bridge of Erne -	24 - -	- - -	24 - -	Fushie Bridge -	20 - -	- - -	20 - -
Broadford -	18 - -	- - -	18 - -	Fyvie -	12 - -	- - -	12 - -
Broxburn -	6 - -	- - -	6 - -	Gallashiels -	35 - -	- - -	35 - -
Buckie -	16 - -	- - -	16 - -	Garlieston -	12 - -	- - -	12 - -
Burntisland -	21 - -	- - -	21 - -	Gatehouse -	25 - -	- - -	25 - -
Callander -	24 - -	- - -	24 - -	Girvan -	40 - -	2 - -	42 - -
Campbeltown -	45 - -	3 - -	48 - -	Glasgow -	500 - -	- - -	500 - -
Canobie -	16 - -	- - -	16 - -	Glenluce -	20 - -	- - -	20 - -
Carrbridge -	20 - -	- - -	20 - -	Gospie -	35 - -	3 10 -	38 10 -
Castledouglas -	50 - -	- - -	50 - -	Grangemouth -	30 - -	- - -	30 - -
Chance Inn -	10 - -	- - -	10 - -	Grantown -	16 - -	- - -	16 - -
Cockburnspath -	12 - -	- - -	12 - -	Greenock -	130 - -	5 10 -	135 10 -
Coldstream -	35 - -	2 10 -	37 10 -	Haddington -	70 - -	14 - -	84 - -
Colingsburgh -	25 - -	- - -	25 - -	Hamilton -	40 - -	8 - -	48 - -
Colinton -	10 - -	- - -	10 - -	Hawick -	40 - -	8 - -	48 - -
Corstorphin -	8 - -	- - -	8 - -	Helensburgh -	25 - -	- - -	25 - -
Craig-Ellachie -	20 - -	- - -	20 - -	Hermiston -	10 - -	- - -	10 - -
Craill -	15 - -	- - -	15 - -	Holytown -	15 - -	- - -	15 - -
Cramond -	13 - -	- - -	13 - -	Huntley -	35 - -	3 10 -	38 10 -
Creetown -	10 - -	- - -	10 - -	Inchture -	15 - -	- - -	15 - -
Crieff -	45 - -	5 - -	50 - -	Inverary -	40 - -	2 - -	42 - -
Cromarty -	25 - -	- - -	25 - -	Invergordon -	20 - -	- - -	20 - -
Crook -	6 - -	- - -	6 - -				
Cullen -	14 - -	- - -	14 - -				
Cullross -	15 - -	- - -	15 - -				

A RETURN showing the manner in which Postmasters in Scotland are paid, &c.—*continued.*

POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.	POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Inverkeithing - - -	40 - -	- - -	40 - -	Oban - - -	30 - -	- - -	30 - -
Inverness - - -	100 - -	10 - -	110 - -	Old Meldrum - - -	18 - -	- - -	18 - -
Irvine - - -	45 - -	2 - -	47 - -	Old Rain - - -	20 - -	- - -	20 - -
Jedburgh - - -	36 - -	- - -	36 - -	Paisley - - -	75 - -	- - -	75 - -
Keith - - -	32 - -	- - -	32 - -	Parkhill - - -	16 - -	- - -	16 - -
Keith Hall - - -	20 - -	- - -	20 - -	Peebles - - -	25 - -	- - -	25 - -
Kelso - - -	60 - -	3 10 -	63 10 -	Pennycuik - - -	18 - -	- - -	18 - -
Kettle - - -	12 - -	- - -	12 - -	Perth - - -	110 - -	49 - -	159 - -
Kilmarnock - - -	70 - -	6 - -	76 - -	Peterhead - - -	40 - -	6 - -	46 - -
Kincardine - - -	25 - -	- - -	25 - -	Pitlochrie - - -	20 - -	- - -	20 - -
Kinghorn - - -	16 - -	- - -	16 - -	Pittenweem - - -	15 - -	- - -	15 - -
Kingussie - - -	20 - -	- - -	20 - -	Portaskaig - - -	12 10 -	- - -	12 10 -
Kinross - - -	35 - -	- - -	35 - -	Port Glasgow - - -	50 - -	3 - -	53 - -
Kintore - - -	12 - -	- - -	12 - -	Portobello - - -	35 - -	- - -	35 - -
Kirkcaldy - - -	80 - -	18 - -	98 - -	Portpatrick - - -	30 - -	- - -	30 - -
Kirkcudbright - - -	36 - -	2 10 -	38 10 -	Portree - - -	18 - -	- - -	18 - -
Kirkliston - - -	10 - -	- - -	10 - -	Portsay - - -	20 - -	- - -	20 - -
Kirknewton - - -	10 - -	- - -	10 - -	Port William - - -	12 - -	- - -	12 - -
Kirkwall - - -	50 - -	2 - -	52 - -	Prestonkirk - - -	25 - -	- - -	25 - -
Kirriemuir - - -	26 - -	2 - -	28 - -	Prestonpans - - -	20 - -	- - -	20 - -
Lanark - - -	35 - -	2 - -	37 - -	Rachan Mill - - -	8 - -	- - -	8 - -
Langholme - - -	30 - -	- - -	30 - -	Ratho - - -	10 - -	- - -	10 - -
Largs - - -	25 - -	2 - -	27 - -	Roslin - - -	10 - -	- - -	10 - -
Lasswade - - -	25 - -	- - -	25 - -	Rothsay - - -	35 - -	- - -	35 - -
Lauder - - -	15 - -	- - -	15 - -	St. Andrew's - - -	34 - -	- - -	34 - -
Laurencekirk - - -	15 - -	- - -	15 - -	St. Boswell's - - -	18 - -	- - -	18 - -
Leadhills - - -	9 - -	- - -	9 - -	Saltcoats - - -	24 - -	- - -	24 - -
Leith - - -	160 - -	4 - -	164 - -	Sanquhar - - -	20 - -	- - -	20 - -
Lerwick - - -	30 - -	- - -	30 - -	Selkirk - - -	28 - -	- - -	28 - -
Leamabago - - -	15 - -	- - -	15 - -	Slateford - - -	10 - -	- - -	10 - -
Lever - - -	35 - -	2 - -	37 - -	South Ferry - - -	20 - -	- - -	20 - -
Libberton - - -	8 - -	- - -	8 - -	Stewarton - - -	18 - -	- - -	18 - -
Linlithgow - - -	42 - -	2 10 -	44 10 -	Stirling - - -	90 - -	10 - -	100 - -
Loanhead - - -	5 - -	- - -	5 - -	Stonehaven - - -	35 - -	- - -	35 - -
Lochalsh - - -	20 - -	- - -	20 - -	Stornaway - - -	24 - -	- - -	24 - -
Lochgilthead - - -	25 - -	- - -	25 - -	Stow - - -	14 - -	- - -	14 - -
Lockerbie - - -	25 - -	- - -	25 - -	Stranraer - - -	82 - -	8 10 -	90 10 -
Markinch - - -	18 - -	- - -	18 - -	Strontian - - -	20 - -	- - -	20 - -
Mauchline - - -	20 - -	- - -	20 - -	Tain - - -	45 - -	3 - -	48 - -
Maybole - - -	35 - -	2 - -	37 - -	Tarbert - - -	16 - -	- - -	16 - -
Meikle - - -	20 - -	- - -	20 - -	Thornhill - - -	20 - -	- - -	20 - -
Melrose - - -	24 - -	3 10 -	27 10 -	Thurso - - -	45 - -	9 - -	54 - -
Mid-Calder - - -	20 - -	- - -	20 - -	Tobermory - - -	20 - -	- - -	20 - -
Mintlaw - - -	25 - -	- - -	25 - -	Tranent - - -	15 - -	- - -	15 - -
Moffat - - -	38 - -	- - -	38 - -	Turriff - - -	25 - -	5 - -	30 - -
Montrose - - -	80 - -	11 10 -	91 10 -	Ullapool - - -	10 - -	- - -	10 - -
Muir drum - - -	18 - -	- - -	18 - -	Uphall - - -	12 - -	- - -	12 - -
Musselburgh - - -	50 - -	- - -	50 - -	Whitburn - - -	15 - -	- - -	15 - -
Nairn - - -	30 - -	- - -	30 - -	Whithorn - - -	20 - -	- - -	20 - -
Newburgh - - -	20 - -	- - -	20 - -	Wick - - -	50 - -	- - -	50 - -
Newport - - -	10 - -	- - -	10 - -	Wigton - - -	36 - -	2 - -	38 - -
Newtown Stewart - - -	35 - -	- - -	35 - -	Winchburgh - - -	5 - -	- - -	5 - -
Noblehouse - - -	15 - -	- - -	15 - -				
North Ferry - - -	25 - -	- - -	25 - -				

The Compensations cease with the tenure of office of the present Postmasters.
No Postmaster is paid by a per-centage.

I R E L A N D.

A RETURN showing the manner in which the POSTMASTERS in *Ireland* are paid; stating whether by Salary, and how much, or by a Per-centage, and at what Rate.

POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.			POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.		
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.
Abbeyleix -	35	14	-	-	35	14	-	Caher -	60	-	-	2	62	-	-
Adair -	24	-	-	-	24	-	-	Caledon -	18	-	-	-	18	-	-
Ahascragh -	30	-	-	-	30	-	-	Callan -	25	8	-	-	25	8	-
Antrim -	46	3	8	-	46	3	8	Camolin -	29	11	-	-	29	11	-
Ardara -	18	-	-	-	18	-	-	Cappoquin -	22	3	4	-	22	3	4
Ardee -	37	-	-	-	37	-	-	Carlow -	100	-	-	5	105	-	-
Ardrahan -	20	-	-	-	20	-	-	Carn -	15	-	-	-	15	-	-
Arklow -	40	12	8	-	40	12	8	Carnew -	18	9	4	-	18	9	4
Armagh -	90	-	-	8 10	98	10	-	Carrickfergus -	27	-	-	-	27	-	-
Arthurstown -	18	-	-	-	18	-	-	Carrickmacross -	42	18	8	2	44	18	8
Aslibourne -	15	-	-	-	15	-	-	Carrick-on-Shannon -	50	-	-	-	50	-	-
Ashford -	31	8	-	-	31	8	-	Carrick-on-Suir -	45	-	-	-	45	-	-
Athboy -	18	-	-	-	18	-	-	Cashel -	62	-	-	-	62	-	-
Athlone -	100	-	-	-	100	-	-	Castlebar -	52	12	8	-	52	12	8
Athy -	40	-	-	-	40	-	-	Castlebellingham -	30	-	-	2	32	-	-
Aughnacloy -	60	-	-	-	60	-	-	Castleblakeny -	28	-	-	-	28	-	-
Aughrim -	25	-	-	-	25	-	-	Castleblaney -	40	-	-	-	40	-	-
Bagnalstown -	40	-	-	-	40	-	-	Castlecomer -	30	-	-	-	30	-	-
Baillyborough -	18	9	4	-	18	9	4	Castleconnell -	23	-	-	-	23	-	-
Balbriggan -	39	4	8	2	41	4	8	Castle-Dawson -	24	18	8	-	24	18	8
Ballaghaderin -	18	9	4	-	18	9	4	Castledermot -	37	17	4	-	37	17	4
Ballybay -	23	-	-	-	23	-	-	Castlefin -	26	15	8	-	26	15	8
Ballina -	70	-	-	-	70	-	-	Castlemartyr -	23	-	-	-	23	-	-
Ballinasloe -	80	-	-	-	80	-	-	Castlepollard -	23	1	8	-	23	1	8
Ballincollig -	18	9	4	-	18	9	4	Castlereagh -	18	9	4	-	18	9	4
Ballingarry -	9	-	-	-	9	-	-	Castletown -	27	-	-	-	27	-	-
Ballinrobe -	25	-	-	-	25	-	-	Castletown-Delvin -	20	-	-	-	20	-	-
Ballybrittas -	15	-	-	-	15	-	-	Castlewelfan -	25	-	-	-	25	-	-
Ballycastle -	25	-	-	-	25	-	-	Cavan -	52	3	4	-	52	3	4
Ballyconnell -	27	14	-	-	27	14	-	Celbridge -	23	1	8	-	23	1	8
Ballygawley -	20	-	-	-	20	-	-	Chapelizod -	10	-	-	-	10	-	-
Ballyglass -	18	-	-	-	18	-	-	Charleville -	33	14	-	-	33	14	-
Ballyjamesduff -	15	-	-	-	15	-	-	Clara -	23	1	8	-	23	1	8
Ballymahon -	30	-	-	-	30	-	-	Clare -	25	-	-	-	25	-	-
Ballymenagh -	48	-	-	-	48	-	-	Clifden -	20	-	-	-	20	-	-
Ballymoney -	43	17	8	-	43	17	8	Cloghan -	20	-	-	-	20	-	-
Ballymote -	25	-	-	-	25	-	-	Clogheen -	24	18	8	-	24	18	8
Ballynacargy -	18	9	4	-	18	9	4	Clogher -	18	9	4	-	18	9	4
Ballynamore -	20	-	-	-	20	-	-	Cloghnakilty -	27	-	-	-	27	-	-
Ballyshannon -	50	-	-	-	50	-	-	Clonard -	53	11	4	-	53	11	4
Ballytore -	31	8	-	-	31	8	-	Clonee -	20	-	-	-	20	-	-
Balinglass -	36	-	-	-	36	-	-	Clones -	50	-	-	-	50	-	-
Banagher -	32	6	4	-	32	6	4	Clonmel -	100	-	-	32	132	-	-
Banbridge -	50	-	-	-	50	-	-	Clontarf -	15	-	-	-	15	-	-
Bandon -	60	-	-	2 10	62	10	-	Clough -	18	-	-	-	18	-	-
Bangor -	18	-	-	-	18	-	-	Cloughjordan -	18	-	-	-	18	-	-
Bantry -	34	12	4	-	34	12	4	Cloyne -	30	-	-	-	30	-	-
Belfast -	236	6	4	67	303	6	4	Coleraine -	56	-	-	-	56	-	-
Belmullet -	20	-	-	-	20	-	-	Collooney -	31	8	-	-	31	8	-
Belurbet -	30	-	-	-	30	-	-	Comber -	30	-	-	-	30	-	-
Blackrock -	35	-	-	-	35	-	-	Cookstown -	32	-	-	-	32	-	-
Blessingtown -	20	-	-	-	20	-	-	Cootehill -	30	-	-	-	30	-	-
Boosterstown -	15	-	-	-	15	-	-	Cork -	250	-	-	7 10	257	10	-
Boyle -	60	-	-	-	60	-	-	Cove -	46	3	4	-	46	3	4
Bray -	53	11	4	-	53	11	4	Craughwell -	30	-	-	-	30	-	-
Brookboro' -	18	9	4	-	18	9	4	Crossdoney -	18	-	-	-	18	-	-
Bruff -	30	-	-	-	30	-	-	Crumlin -	18	-	-	-	18	-	-
Bunerana -	36	18	8	-	36	18	8	Curofin -	23	-	-	-	23	-	-
Bunratty -	10	-	-	-	10	-	-	Cushendall -	18	9	4	-	18	9	4
Burros-a-Kane -	25	-	-	-	25	-	-	Dangan -	18	-	-	-	18	-	-
Burros-in-Ossory -	30	-	-	-	30	-	-	Delgany -	27	14	-	-	27	14	-
Bushmills -	23	-	-	-	23	-	-	Derry -	130	-	-	-	130	-	-
Buttevant -	27	14	-	-	27	14	-	Dingle -	23	-	-	-	23	-	-
Cabinteely -	27	14	-	-	27	14	-	Donaghadee -	150	-	-	-	150	-	-
Caherciveen -	30	-	-	-	30	-	-	Donegal -	41	11	-	-	41	11	-

A RETURN showing the manner in which the Postmasters in Ireland are paid, &c.—continued.

POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.			POST TOWNS.	Salary per Annum.			Compensation for Loss of Perquisites per Annum.			Total Salary and Compensation.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Doneraile -	23	1	8	-	-	-	23	1	8	Kilmacthomas -	25	-	-	-	-	-	25	-	-
Downpatrick -	60	-	-	-	-	-	60	-	-	Kilmallock -	24	-	-	-	-	-	24	-	-
Drogheda -	120	-	-	2	-	-	122	-	-	Kilrush -	35	-	-	-	-	-	35	-	-
Dromod -	38	15	8	-	-	-	38	15	8	Kilworth -	26	15	8	-	-	-	26	15	8
Dromore -	39	14	4	-	-	-	39	14	4	Kingscourt -	18	-	-	-	-	-	18	-	-
Dromore, West -	18	-	-	-	-	-	18	-	-	Kingstown -	40	-	-	-	-	-	40	-	-
Drumcondra -	15	-	-	-	-	-	15	-	-	Kinnegad -	70	-	-	-	-	-	70	-	-
Drumsna -	25	-	-	-	-	-	25	-	-	Kinsale -	35	-	-	2	-	-	37	-	-
Dundalk -	83	1	8	6	-	-	89	1	8	Kish -	20	-	-	-	-	-	20	-	-
Dundrum -	10	-	-	-	-	-	10	-	-	Knock -	13	-	-	-	-	-	13	-	-
Dunfanaghy -	25	8	-	-	-	-	25	8	-	Knocktopher -	20	-	-	-	-	-	20	-	-
Dungannon -	50	-	-	-	-	-	50	-	-	Larne -	36	18	8	-	-	-	36	18	8
Dungarvon -	40	-	-	-	-	-	40	-	-	Leighlinbridge -	52	-	-	-	-	-	52	-	-
Dungiven -	18	-	-	-	-	-	18	-	-	Leixlip -	58	3	4	-	-	-	58	3	4
Dunleer -	39	-	-	-	-	-	39	-	-	Letterkenny -	34	-	-	-	-	-	34	-	-
Dunshaughlin -	48	-	-	-	-	-	48	-	-	Limerick -	150	-	-	30	-	-	180	-	-
Durrow -	39	14	4	-	-	-	39	14	4	Lisburn -	67	8	-	-	-	-	67	8	-
Edenderry -	18	-	-	-	-	-	18	-	-	Lismore -	33	-	-	-	-	-	33	-	-
Edgeworthstown -	43	8	-	-	-	-	43	8	-	Lisnaskea -	36	19	-	-	-	-	36	19	-
Elphin -	26	15	8	-	-	-	26	15	8	Listowell -	24	18	8	-	-	-	24	18	8
Emo -	39	14	-	-	-	-	39	14	-	Littleton -	35	-	-	-	-	-	35	-	-
Emyvale -	18	9	4	-	-	-	18	9	4	Longford -	80	-	-	-	-	-	80	-	-
Enfield -	31	8	-	-	-	-	31	8	-	Loughbrickland -	35	2	-	-	-	-	35	2	-
Ennis -	52	-	-	-	-	-	52	-	-	Loughgall -	18	9	4	-	-	-	18	9	4
Enniscorthy -	52	-	-	-	-	-	52	-	-	Loughrea -	48	-	-	-	-	-	48	-	-
Enniskerry -	15	-	-	-	-	-	15	-	-	Lowtherstown -	15	-	-	-	-	-	15	-	-
Enniskillen -	55	8	-	10	-	-	65	8	-	Lucan -	27	-	-	-	-	-	27	-	-
Ennistimon -	25	-	-	-	-	-	25	-	-	Lurgan -	52	-	-	-	-	-	52	-	-
Eyrecourt -	25	8	-	-	-	-	25	8	-	Lurgangreen -	24	-	-	-	-	-	24	-	-
Fermoy -	48	-	-	-	-	-	48	-	-	Macroom -	20	15	8	-	-	-	20	15	8
Ferns -	20	6	4	-	-	-	20	6	4	Maghera -	23	1	8	-	-	-	23	1	8
Fethard Tip -	18	9	4	-	-	-	18	9	4	Magherafelt -	38	-	-	-	-	-	38	-	-
Finglass -	15	-	-	-	-	-	15	-	-	Mallow -	45	14	-	3	-	-	48	14	-
Flurrybridge -	31	-	-	-	-	-	31	-	-	Manor Hamilton -	15	-	-	-	-	-	15	-	-
Frankford -	18	-	-	-	-	-	18	-	-	Markethill -	30	-	-	-	-	-	30	-	-
Frenchpark -	19	17	-	-	-	-	19	17	-	Maryborough -	64	-	-	-	-	-	64	-	-
Freshford -	18	9	4	-	-	-	18	9	4	Maynooth -	43	8	-	-	-	-	43	8	-
Galway -	100	-	-	32	-	-	132	-	-	Middleton -	30	-	-	2	-	-	32	-	-
Garvagh -	18	9	4	-	-	-	18	9	4	Millstreet -	18	-	-	-	-	-	18	-	-
Gilford -	18	9	4	-	-	-	18	9	4	Miltown Malbay -	18	9	4	-	-	-	18	9	4
Golden Ball -	10	-	-	-	-	-	10	-	-	Mitchelstown -	50	-	-	-	-	-	50	-	-
Goresbridge -	23	-	-	-	-	-	23	-	-	Moate -	52	-	-	-	-	-	52	-	-
Gorey -	49	-	-	-	-	-	49	-	-	Mohill -	18	-	-	-	-	-	18	-	-
Gort -	30	-	-	-	-	-	30	-	-	Moira -	32	6	4	-	-	-	32	6	4
Gravian -	30	-	-	-	-	-	30	-	-	Monaghan -	58	-	-	-	-	-	58	-	-
Granard -	33	-	-	-	-	-	33	-	-	Monastereven -	50	-	-	-	-	-	50	-	-
Headford -	18	9	4	-	-	-	18	9	4	Moneygall -	38	15	8	-	-	-	38	15	8
Hillsborough -	26	15	8	-	-	-	26	15	8	Moneymore -	25	-	-	-	-	-	25	-	-
Hollymount -	25	-	-	-	-	-	25	-	-	Mountmellick -	27	-	-	-	-	-	27	-	-
Hollywood -	18	-	-	-	-	-	18	-	-	Mount Nugent -	18	9	4	-	-	-	18	9	4
Howth -	27	-	-	-	-	-	27	-	-	Mountrath -	54	-	-	-	-	-	54	-	-
Inistiogue -	20	-	-	-	-	-	20	-	-	Moville -	46	3	4	-	-	-	46	3	4
Innishannon -	18	9	4	-	-	-	18	9	4	Moy -	35	-	-	-	-	-	35	-	-
Johnstown -	25	-	-	-	-	-	25	-	-	Mullingar -	85	-	-	3	10	-	88	10	-
Kanturk -	20	-	-	-	-	-	20	-	-	Naas -	69	5	-	-	-	-	69	5	-
Keady -	18	9	4	-	-	-	18	9	4	Navan -	60	-	-	10	-	-	70	-	-
Kells -	46	-	-	-	-	-	46	-	-	Nenagh -	54	18	8	-	-	-	54	18	8
Kenmare -	25	-	-	-	-	-	25	-	-	New Bridge -	42	-	-	-	-	-	42	-	-
Kilbeggan -	53	-	-	-	-	-	53	-	-	Newcastle -	25	-	-	-	-	-	25	-	-
Kilcock -	66	9	4	-	-	-	66	9	4	Newmarket-on-Fer -	18	9	4	-	-	-	18	9	4
Kilcullen -	64	12	8	-	-	-	64	12	8	Newport Tip -	23	-	-	-	-	-	23	-	-
Kildare -	55	17	-	-	-	-	55	17	-	Newry -	110	15	8	20	-	-	130	15	8
Kildorrery -	18	9	4	-	-	-	18	9	4	Newtownards -	35	1	8	-	-	-	35	1	8
Kildysart -	23	1	8	-	-	-	23	1	8	Newtown Barry -	20	-	-	-	-	-	20	-	-
Kilkeel -	23	-	-	-	-	-	23	-	-	Newtown Forbes -	27	14	-	-	-	-	27	14	-
Kilkenny -	110	-	-	29	10	-	139	10	-	Newtown Limavady -	38	15	8	-	-	-	38	15	8
Killala -	28	-	-	-	-	-	28	-	-	Newtown M ^t Kennedy -	46	-	-	-	-	-	46	-	-
Killaloe -	25	-	-	-	-	-	25	-	-	Newtown Stewart -	26	-	-	-	-	-	26	-	-
Killarney -	40	-	-	-	-	-	40	-	-	Oldcastle -	18	9	4	-	-	-	18	9	4
Killybegs -	20	-	-	-	-	-	20	-	-	Omagh -	45	-	-	-	-	-	45	-	-
Killyleigh -	25	-	-	-	-	-	25	-	-	Oranmore -	29	-	-	-	-	-	29	-	-
Killysandra -	50	-	-	-	-	-	50	-	-	Parsonstown -	50	-	-	2	-	-	52	-	-

A RETURN showing the manner in which the Postmasters in *Ireland* are paid, &c.—*continued*.

POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.	POST TOWNS.	Salary per Annum.	Compensation for Loss of Perquisites per Annum.	Total Salary and Compensation.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Philipstown - - -	18 9 4	- - -	18 9 4	Stradbally - - -	30 - -	- - -	30 - -
Piltown - - -	20 - -	- - -	20 - -	Stradone - - -	18 - -	- - -	18 - -
Portadown - - -	37 17 4	2 - -	39 17 4	Stranorlar - - -	29 11 4	- - -	29 11 4
Portaferry - - -	27 - -	- - -	27 - -	Strokestown - - -	27 14 -	- - -	27 14 -
Portarlinton - - -	34 - -	- - -	34 - -	Swinford - - -	9 4 8	- - -	9 4 8
Portglenone - - -	24 - -	- - -	24 - -	Swords - - -	32 6 4	- - -	32 6 4
Portumna - - -	23 - -	- - -	23 - -	Taghmon - - -	20 - -	- - -	20 - -
Raheny - - -	15 - -	- - -	15 - -	Tallaght - - -	12 18 8	- - -	12 18 8
Ramelton - - -	30 - -	- - -	30 - -	Tallow - - -	45 5 -	- - -	45 5 -
Randalstown - - -	33 - -	- - -	33 - -	Tanderagee - - -	23 1 8	- - -	23 1 8
Raphoe - - -	23 1 8	- - -	23 1 8	Tarbert - - -	28 - -	- - -	28 - -
Rathangan - - -	18 - -	- - -	18 - -	Templemore - - -	18 - -	- - -	18 - -
Rathcoole - - -	31 - -	- - -	31 - -	Templeogue - - -	10 - -	- - -	10 - -
Rathcormuck - - -	27 - -	- - -	27 - -	Thomastown - - -	42 - -	- - -	42 - -
Rathdowney - - -	23 1 8	- - -	23 1 8	Thurles - - -	27 - -	- - -	27 - -
Rathdrum - - -	37 - -	- - -	37 - -	Tinnahely - - -	13 17 -	- - -	13 17 -
Rathfarnham - - -	10 - -	- - -	10 - -	Tipperary - - -	40 - -	- - -	40 - -
Rathfriland - - -	23 1 8	- - -	23 1 8	Tralee - - -	60 - -	2 - -	62 - -
Rathkeale - - -	43 11 -	- - -	43 11 -	Trim - - -	29 - -	- - -	29 - -
Rathowen - - -	27 14 -	- - -	27 14 -	Tuam - - -	49 17 4	- - -	49 17 4
Rochfort Bridge - - -	15 - -	- - -	15 - -	Tubbermore - - -	24 - -	- - -	24 - -
Roscommon - - -	50 - -	- - -	50 - -	Tullamore - - -	60 - -	- - -	60 - -
Roscrea - - -	100 - -	6 - -	106 - -	Tullow - - -	20 - -	- - -	20 - -
Ross - - -	60 - -	- - -	60 - -	Tynan - - -	23 1 8	- - -	23 1 8
Roscarbery - - -	23 1 8	- - -	23 1 8	Tyrrelspass - - -	42 9 8	- - -	42 9 8
Rostrevor - - -	30 - -	- - -	30 - -	Virginia - - -	53 - -	- - -	53 - -
Shinrone - - -	23 - -	- - -	23 - -	Warrenspoint - - -	23 1 8	- - -	23 1 8
Six-mile Bridge - - -	24 - -	- - -	24 - -	Waterford - - -	400 - -	75 - -	475 - -
Skibbereen - - -	36 - -	2 - -	38 - -	Westport - - -	60 - -	- - -	60 - -
Slane - - -	30 - -	- - -	30 - -	Wexford - - -	80 - -	6 - -	86 - -
Sligo - - -	100 - -	- - -	100 - -	Wicklow - - -	30 - -	- - -	30 - -
Stewartstown - - -	25 - -	- - -	25 - -	Youghall - - -	55 - -	- - -	55 - -
Strabane - - -	62 - -	- - -	62 - -				

The Compensations cease with the tenure of office of the present Postmasters.

No Postmaster is paid by a per-centage.

Postmasters in England, Scotland and Ireland are allowed to receive Fees from the public for private boxes and private bags or pouches.

A RETURN, showing, in Columns, the NAMES of the TOWNS in *England*, *Scotland* and *Ireland* respectively, in which Post Offices, with or without Masters' Houses, have been entirely built, or been partly built, with Public Money, with the Dates of their commencement and being finished, the Authority under which the Plans were obtained, and by whom sanctioned and approved, and the Sum Total of Public Money expended on each.

NAME OF TOWN.	Whether entirely or partly built.	Date of Commence- ment.	Date of being finished.	Authority under which the Plans were obtained.	By whom sanctioned and approved.	The Sum Total expended upon each Building.
ENGLAND AND WALES.						
Bristol - - -	partly -	Dec. 1839	nearly finished.	Treasury -	Treasury -	- - Total estimated ex- pense, £. 563. 9.
SCOTLAND.						
Glasgow - - -	entirely -	- - 1839	May 1840	Treasury -	Treasury -	- - £. 8,801. 4. 5., viz. £. 5,500 to purchase the Premises and £. 3,301. 4. 5. for building.

Post Offices have also been built in the three Metropolitan Cities of London, Edinburgh and Dublin, at the public expense.

At Liverpool the Post Office is held in the same building with the Customs, Excise, Stamps and Dock Office, the particulars of which cannot be furnished by the Post Office.

A RETURN of the NAMES of the TOWNS in *England, Scotland and Ireland*, in which the LETTER CARRIERS receive UNIFORMS at the PUBLIC EXPENSE, with the different COLOURS of these Uniforms, if any, with the Authority for issuing the said Uniform Clothing, with the Funds from whence they are paid.

— N I L. —

The Letter Carriers in the three Metropolitan Cities of *London, Edinburgh and Dublin*, are the only ones who receive uniforms at the public expense.

A RETURN, showing the NUMBER of the MAIL-COACH GUARDS who are paid entirely with PUBLIC MONEY, and of those who are partly paid with PUBLIC MONEY and partly by FEES from PASSENGERS, with the Authority under which the Distinction is made in the mode of paying this Class of Public Servants, with the annual Salary paid to each out of Public Money, and the Lines of Road travelled over to which each Class of Guards is attached.

MAIL-COACH GUARDS.		Mail-coach Guards who are paid entirely with Public Money, showing the annual Salary paid to each.			Mail-coach Guards paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.			Lines of Road travelled over to which each Class of Guards is attached.	
		£.	s.	d.	£.	s.	d.		
1	Alderson, J.	-	-	-	27	7	6	Extra at Edinburgh.	
2	Aldis, W.	100	-	-	-	-	-	Grantham and Yarmouth.	
3	Allen, J.	-	-	-	27	7	6	Extra at Exeter.	
4	Allen, W.	-	-	-	27	7	6	Dover and London.	
5	Allert, J.	100	-	-	-	-	-	Birmingham and Ludlow.	
6	Allison, J.	100	-	-	-	-	-	- ditto - Bath.	
7	Anderson, J.	-	-	-	27	7	6	Perth and Dalwhinnie.	
8	Anderson, W.	-	-	-	27	7	6	Edinburgh and Aberdeen	
9	Andrews, J.	-	-	-	27	7	6	Bristol and Exeter.	
10	Archbald, J.	-	-	-	27	7	6	Carlisle and Preston.	
11	Arnold, J.	-	-	-	27	7	6	Kendal and Whitehaven.	
12	Attfield, N.	-	-	-	27	7	6	Boston and Louth.	
13	Bacon, W.	-	-	-	27	7	6	Peterborough and Hull.	
14	Baldon, J.	115	-	-	-	-	-	Edinburgh and Dumfries.	
15	Baker, J.	-	-	-	27	7	6	Boston and London.	
16	Baker, R.	70	-	-	-	-	-	Railway Station, Euston-square.	
17	Baker, R.	-	-	-	27	7	6	Bristol and Hereford.	
18	Baldwin, J.	-	-	-	27	7	6	Carlisle and Preston.	
19	Balls, O.	-	-	-	27	7	6	Swansea and Pembroke.	
20	Bangham, T.	-	-	-	27	7	6	- ditto - ditto.	
21	Banks, J.	130	-	-	-	-	-	Birmingham and Ludlow.	
22	Banks, J.	70	-	-	-	-	-	Bath and Bridgewater.	
23	Barrett, G.	-	-	-	27	7	6	Dorchester and London.	
24	Barrett, L.	100	-	-	-	-	-	Bristol and London.	
25	Batters, J.	-	-	-	27	7	6	Extra at Carlisle.	
26	Bayley, J.	-	-	-	27	7	6	Norwich and London.	
27	Becket, J.	-	-	-	27	7	6	York and Scarborough.	
28	Bell, W.	100	-	-	-	-	-	Manchester and Warrington.	
29	Bellerby, W.	130	-	-	-	-	-	Carlisle and Newcastle.	
30	Bennett, J.	115	-	-	-	-	-	Birmingham and Grantham.	
31	Bennett, S.	100	-	-	-	-	-	Bristol and Portsmouth.	
32	Berridge, T.	100	-	-	-	-	-	Stroud and London.	
33	Bignell, G.	-	-	-	27	7	6	Newcastle and York.	
34	Bishop, T.	-	-	-	27	7	6	Extra at Birmingham.	
35	Black, W.	115	-	-	-	-	-	Southampton and London.	
36	Black, J.	115	-	-	-	-	-	Edinburgh and Glasgow.	
37	Bloom, G.	-	-	-	27	7	6	Carlisle and Preston.	
38	Bollands, R.	-	-	-	27	7	6	Extra at Grantham.	
39	Bowman, T.	-	-	-	27	7	6	Extra at Edinburgh.	
40	Boyd, J.	-	-	-	27	7	6	Glasgow and Portpatrick.	
41	Bradbury, J.	-	-	-	27	7	6	Extra at Holyhead.	
42	Braddock, J.	100	-	-	-	-	-	Worcester and London.	
43	Brasher, S.	130	-	-	-	-	-	Hartford and Carnarvon.	
44	Bruton, W.	-	-	-	27	7	6	Boston and London.	
45	Brewer, R.	100	-	-	-	-	-	Bristol and Portsmouth.	
46	Brice, W.	-	-	-	27	7	6	Ilminster and Falmouth.	
47	Brotherton, T.	-	-	-	27	7	6	Norwich and London.	

RETURN of the Number of Mail-coach Guards who are paid with Public Money, &c.—*continued.*

MAIL-COACH GUARDS.		Mail-coach Guards who are paid entirely with Public Money, showing the annual Salary paid to each.	Mail-coach Guards paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.	Lines of Road travelled over to which each Class of Guards is attached.
		£. s. d.	£. s. d.	
48	Brown, N. - -	130 - -	- - -	Carlisle and Newcastle.
49	Buck, G. - -	- - -	27 7 6	Cambridge and Holbeach.
50	Burd, A. - -	- - -	27 7 6	Extra at Edinburgh.
51	Bullock, C. - -	130 - -	- - -	Birmingham and Liverpool.
52	Burdett, J. - -	- - -	27 7 6	Kendal and Whitehaven.
53	Burgess, A. - -	- - -	27 7 6	Carlisle and Edinburgh.
54	Burgess, A. - -	- - -	27 7 6	Edinburgh and Belford.
55	Burkby, H. - -	130 - -	- - -	Carlisle and Newcastle.
56	Butters, R. - -	100 - -	- - -	Inverness and Thurso.
57	Byrne, S. - -	- - -	27 7 6	Manchester and Derby.
58	Calder, A. - -	130 - -	- - -	Carlisle and Glasgow.
59	Campbell, E. - -	- - -	27 7 6	Edinburgh and Aberdeen.
60	Carden, J. - -	- - -	27 7 6	Dover and London.
61	Carpenter, T. - -	- - -	27 7 6	Exeter and Falmouth.
62	Carpenter, W. - -	100 - -	- - -	Hartford and Carnarvon.
63	Castle, R. - -	- - -	27 7 6	Hartford and Holyhead.
64	Challoner, R. - -	100 - -	- - -	Rugby and Leeds.
65	Chaplin, W. - -	100 - -	- - -	York and Wakefield.
66	Charles, J. - -	- - -	27 7 6	Grantham and London.
67	Cheshire, J. - -	70 - -	- - -	Poole and London.
68	Clark, J. - -	- - -	27 7 6	Edinburgh and Aberdeen.
69	Clay, J. - -	- - -	27 7 6	Bristol and Hereford.
70	Clean, J. - -	130 - -	- - -	Birmingham and Derby.
71	Clear, J. - -	- - -	27 7 6	Newcastle and York.
72	Coker, J. - -	- - -	27 7 6	Exeter and Davenport.
73	Coldrey, J. - -	- - -	27 7 6	Hereford and Shrewsbury.
74	Cole, J. - -	- - -	27 7 6	Norwich and London.
75	Compton, J. - -	- - -	27 7 6	Gloucester and Carmarthen.
76	Compton, J. - -	- - -	27 7 6	Extra at Gloucester.
77	Cooper, J. - -	130 - -	- - -	Edinburgh and Glasgow.
78	Cooper, W. - -	100 - -	- - -	Portsmouth and Bristol.
79	Corson, R. - -	100 - -	- - -	Dumfries and Portpatrick.
80	Cox, T. - -	100 - -	- - -	Bristol and London.
81	Crofts, W. - -	- - -	27 7 6	Extra in London.
82	Crowhurst, C. - -	- - -	27 7 6	Exeter and Falmouth.
83	Cutts, G. - -	- - -	27 7 6	Yarmouth and London.
84	Dalton, T. - -	100 - -	- - -	Birmingham and Liverpool.
85	Dare, A. - -	100 - -	- - -	- ditto - and London.
86	Davidson, G. - -	- - -	27 7 6	Perth and Glasgow.
87	Day, T. - -	- - -	27 7 6	York and Grantham.
88	Delve, J. - -	100 - -	- - -	Bristol and Birmingham.
89	Devonshire, G. - -	130 - -	- - -	Gloucester and London.
90	Doughall, T. - -	- - -	27 7 6	Extra at Carlisle.
91	Dugdale, J. - -	100 - -	- - -	Edinburgh and Glasgow.
92	Dunlop, R. - -	100 - -	- - -	Cheltenham and Aberystwith.
93	Dunn, G. - -	100 - -	- - -	Bristol and Bath.
94	Dunn, R. - -	- - -	27 7 6	Ilminster and Falmouth.
95	Dyer, G. - -	- - -	27 7 6	York and Scarborough.
96	Earce, A. - -	- - -	27 7 6	Extra at Birmingham.
97	Edmonds, B. - -	- - -	27 7 6	Hartford and Holyhead.
98	Elvery, W. - -	100 - -	- - -	Birmingham and Grantham.
99	Elvin, J. - -	100 - -	- - -	Dover and London.
100	Emerson, R. - -	100 - -	- - -	Lynn and Wells.
101	English, R. - -	- - -	27 7 6	Norwich and London.
102	Evans, E. - -	115 - -	- - -	Birmingham and Bristol.
103	Fairweather, J. - -	130 - -	- - -	Aberdeen and Ballater.
104	Falkner, F. - -	- - -	27 7 6	Ilminster and London.
105	Farmer, N. - -	100 - -	- - -	Birmingham and Lancaster.
106	Feacham, F. - -	100 - -	- - -	Southampton and London.
107	Field, W. - -	100 - -	- - -	Cheltenham and London.
108	Ford, J. - -	100 - -	- - -	Inverness and Thurso.
109	Forrester, W. - -	- - -	27 7 6	Aberdeen and Edinburgh.
110	Foster, H. - -	100 - -	- - -	Dumfries and Portpatrick.
111	Francis, R. - -	100 - -	- - -	Bristol and London.
112	Frank, T. - -	100 - -	- - -	Inverness and Thurso.

RETURN of the Number of Mail-coach Guards who are paid with Public Money, &c.—*continued.*

MAIL-COACH GUARDS.		Mail-coach Guards who are paid entirely with Public Money, showing the annual Salary paid to each.	Mail-coach Guards paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.	Lines of Road travelled over to which each Class of Guards is attached.
		£. s. d.	£. s. d.	
113	Fraser, G. - -	100 - -	- - -	Extra at Edinburgh.
114	Freeborne, G. - -	- - -	27 7 6	Peterborough and London.
115	Gambles, W. - -	- - -	27 7 6	Manchester and Leeds.
116	Gibson, J. - -	130 - -	- - -	Leeds and Hull.
117	Gibson, W. - -	100 - -	- - -	Taunton and Barnstaple.
118	Giles, J. - -	- - -	27 7 6	Hull and Scarborough.
119	Glasscock, K. - -	- - -	27 7 6	Yarmouth and London.
120	Godbeer, H. - -	70 - -	- - -	Taunton and Barnstaple.
121	Goddard, H. - -	100 - -	- - -	Melton and London.
122	Goodwin, W. - -	100 - -	- - -	Edinburgh and Glasgow.
123	Goosey, J. - -	130 - -	- - -	Melton and London.
124	Greathead, G. - -	- - -	27 7 6	Manchester and Derby.
125	Grieve, T. - -	100 - -	- - -	Carlisle and Glasgow.
126	Griffith, R. - -	- - -	27 7 6	Norwich and London.
127	Hall, D. - -	- - -	27 7 6	Ilminster and Falmouth.
128	Harris, R. - -	- - -	27 7 6	Bristol and Swansea.
129	Harrison, T. - -	100 - -	- - -	Carlisle and Glasgow.
130	Heaps, C. - -	130 - -	- - -	Cheltenham and London.
131	Hills, W. - -	- - -	27 7 6	Grantham and London.
132	Hodgson, J. - -	- - -	27 7 6	Holyhead and Oswestry.
133	Hodgson, J. - -	100 - -	- - -	Inverness and Thurso.
134	Holden, G. - -	- - -	27 7 6	Exeter and Dorchester.
135	Holl, J. - -	- - -	27 7 6	Exeter and London.
136	Hook, J. - -	- - -	27 7 6	Boston and Hull.
137	Hooper, T. - -	- - -	27 7 6	Glasgow and Portpatrick.
138	Hopkins, J. - -	- - -	27 7 6	Bristol and Swansea.
139	Hudson, R. - -	70 - -	- - -	Gloucester and London.
140	Hughes, W. - -	- - -	27 7 6	Shrewsbury and Liverpool.
141	Humberstone, D. - -	115 - -	- - -	Melton and London.
142	Hunter, J. - -	130 - -	- - -	Carlisle and Newcastle.
143	Hunter, J. - -	- - -	27 7 6	Extra in London.
144	Hyssett, S. - -	- - -	27 7 6	Lynn and London.
145	Ireland, T. - -	100 - -	- - -	Birmingham and London.
146	Jenkins, W. - -	100 - -	- - -	Haverfordwest and Begelly.
147	Joass, W. - -	130 - -	- - -	Aberdeen and Inverness.
148	Johnson, H. - -	- - -	27 7 6	Cambridge and Holbeach.
149	Johnson, W. - -	- - -	27 7 6	Extra in London.
150	Jones, G. - -	130 - -	- - -	Liverpool and Manchester.
151	Jones, G. - -	100 - -	- - -	Rugby and Leeds.
152	Jones, J. - -	- - -	27 7 6	Gloucester and Carmarthen.
153	Kimber, W. - -	- - -	27 7 6	Carlisle and Edinburgh.
154	King, J. - -	- - -	27 7 6	Dorchester and London.
155	Lambert, W. - -	115 - -	- - -	Cheltenham and Aberystwith.
156	Landers, T. - -	100 - -	- - -	Portsmouth and Southampton.
157	Laycock, H. - -	100 - -	- - -	Birmingham and Liverpool.
158	Leahear, T. - -	130 - -	- - -	Liverpool and Manchester.
159	Leete, H. - -	115 - -	- - -	Yarmouth and Grantham.
160	Leffern, H. - -	- - -	27 7 6	Manchester and Skipton.
161	Lloyd, J. - -	130 - -	- - -	Liverpool and Manchester.
162	M'Adam, R. - -	- - -	27 7 6	Exeter and London.
163	M'Intosh, J. - -	130 - -	- - -	Edinburgh and Dumfries.
164	M'Intyre, W. - -	- - -	27 7 6	Carlisle and Edinburgh.
165	M'Kay, A. - -	- - -	27 7 6	Perth and Inverness.
166	M'Kay, W. - -	- - -	27 7 6	- ditto - - ditto.
167	M'Leod, G. - -	- - -	27 7 6	Carlisle and Edinburgh.
168	M'Lorgan, J. - -	- - -	27 7 6	Aberdeen and Edinburgh.
169	M'Pherson, A. - -	70 - -	- - -	Inverness and Thurso.
170	M'Pherson, J. - -	100 - -	- - -	Aberdeen and Inverness.
171	M'Vitie, J. - -	115 - -	- - -	Edinburgh and Dumfries.
172	Marshall, J. - -	- - -	27 7 6	Dover and London.
173	Marshall, L. - -	100 - -	- - -	Worcester and London.
174	Martin, F. - -	- - -	27 7 6	Brighton and Southampton.
175	Maule, J. - -	100 - -	- - -	Hastings and London.
176	Mearns, J. - -	130 - -	- - -	Birmingham and Worcester.

RETURN of the Number of Mail-coach Guards who are paid with Public Money, &c.—*continued.*

MAIL-COACH GUARDS.		Mail-coach Guards who are paid entirely with Public Money, showing the annual Salary paid to each.			Mail-coach Guards paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.			Lines of Road travelled over to which each Class of Guards is attached.	
		£.	s.	d.	£.	s.	d.		
177	Miles, W. - -	-	-	-	27	7	6	Manchester and Skipton.	
178	Miller, S. - -	-	-	-	27	7	6	Carlisle and Edinburgh.	
179	Mills, J. - -	-	-	-	27	7	6	Aberdeen and Edinburgh.	
180	Mills, G. - -	70	-	-	-	-	-	Portsmouth and London.	
181	Mills, W. - -	115	-	-	-	-	-	Poole and London.	
182	Mitchell, A. -	-	-	-	27	7	6	Extra at Carlisle.	
183	Moore, G. - -	-	-	-	27	7	6	Extra in London.	
184	Moore, R. - -	-	-	-	27	7	6	Birmingham and Shrewsbury.	
185	Mothershead, J. -	-	-	-	27	7	6	Holyhead and Oswestry.	
186	Mullis, J. - -	130	-	-	-	-	-	Worcester and Leominster.	
187	Nesle, J. - -	-	-	-	27	7	6	Peterborough and Hull.	
188	Needle, G. - -	-	-	-	27	7	6	Carlisle and Lancaster.	
189	Needle, F. - -	-	-	-	27	7	6	Extra at Manchester.	
190	Neville, J. - -	100	-	-	-	-	-	Railway Station, Derby.	
191	Nix, W. - -	-	-	-	27	7	6	York and Hull.	
192	Nobbs, M. - -	100	-	-	-	-	-	Cheltenham and Aberystwith.	
193	Oxlade, W. - -	130	-	-	-	-	-	York and Wakefield.	
194	Page, T. - -	70	-	-	-	-	-	Portsmouth and London.	
195	Parker, C. - -	130	-	-	-	-	-	Sheffield and Musbrough.	
196	Parnham, H. - -	100	-	-	-	-	-	Birmingham and Derby.	
197	Pascoe, M. - -	70	-	-	-	-	-	Birmingham and Lancaster.	
198	Passy, J. - -	70	-	-	-	-	-	Birmingham Station.	
199	Paul, C. - -	-	-	-	27	7	6	Extra at General Post Office.	
200	Peacock, T. - -	-	-	-	27	7	6	York and Grantham.	
201	Pearson, J. - -	70	-	-	-	-	-	Brighton and London.	
202	Pinfold, B. - -	100	-	-	-	-	-	York and Manchester.	
203	Peters, J. - -	130	-	-	-	-	-	Birmingham and London.	
204	Pike, C. - -	-	-	-	27	7	6	Bath and London.	
205	Poole, T. - -	100	-	-	-	-	-	Sheffield and Musbrough.	
206	Pope, J. - -	-	-	-	27	7	6	Gloucester and Carmarthen.	
207	Pope, S. - -	-	-	-	27	7	6	Exeter and London.	
208	Powell, G. - -	100	-	-	-	-	-	Birmingham Station.	
209	Price, W. - -	-	-	-	27	7	6	Birmingham and Oswestry.	
210	Pridgeon, W. -	130	-	-	-	-	-	Lancaster Station.	
211	Rands, G. - -	130	-	-	-	-	-	Worcester and Ludlow.	
212	Rattray, J. - -	-	-	-	27	7	6	Aberdeen and Edinburgh.	
213	Ray, W. - -	-	-	-	27	7	6	Norwich and London.	
214	Rennell, J. - -	100	-	-	-	-	-	Birmingham and Bath.	
215	Rhodes, W. - -	100	-	-	-	-	-	Manchester and Warrington.	
216	Richards, T. - -	-	-	-	27	7	6	Bath and London.	
217	Robinson, J. - -	115	-	-	-	-	-	Liverpool and Manchester.	
218	Robinson, R. - -	100	-	-	-	-	-	Birmingham Station.	
219	Robinson, T. - -	-	-	-	27	7	6	York and Hull.	
220	Rodford, J. - -	-	-	-	27	7	6	Grantham and London.	
221	Rose, J. - -	130	-	-	-	-	-	Nottingham and Derby.	
222	Rose, J. - -	-	-	-	27	7	6	Extra at Bristol.	
223	Rowe, N. - -	-	-	-	27	7	6	Bristol and Exeter.	
224	Ruddick, G. - -	-	-	-	27	7	6	Boston and Hull.	
225	Salt, P. - -	100	-	-	-	-	-	Birmingham and Lancaster.	
226	Scaife, J. - -	130	-	-	-	-	-	Carlisle and Dumfries.	
227	Seaman, J. - -	100	-	-	-	-	-	Yarmouth and Grantham.	
228	Seaman, J. - -	-	-	-	27	7	6	Ilminster and Falmouth.	
229	Sidebotham, R. -	130	-	-	-	-	-	Rugby Station.	
230	Simpson, J. - -	-	-	-	27	7	6	Exeter and Bristol.	
231	Sluin, F. - -	-	-	-	27	7	6	Peterborough and London.	
232	Smith, J. - -	-	-	-	27	7	6	Ilminster and London.	
233	Smith, T. - -	-	-	-	27	7	6	Leeds and Newcastle.	
234	Smith, W. - -	130	-	-	-	-	-	Carlisle and Newcastle.	
235	Sparkes, W. - -	115	-	-	-	-	-	Birmingham and Bristol.	
236	Spicer, E. - -	115	-	-	-	-	-	Poole and London.	
237	Spilling, J. - -	-	-	-	27	7	6	Extra in London.	
238	Spooner, J. - -	-	-	-	27	7	6	Ilminster and London.	
239	Stark, H. - -	-	-	-	27	7	6	Exeter and Dorchester.	
240	Steel, J. - -	130	-	-	-	-	-	Aberdeen and Ballater.	
241	Stewart, J. - -	-	-	-	27	7	6	Perth and Inverness.	

Return of the Number of Mail-coach Guards who are paid with Public Money, &c.—*continued.*

MAIL-COACH GUARDS.			Mail-coach Guards who are paid entirely with Public Money, showing the annual Salary paid to each.	Mail-coach Guards, paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.	Lines of Road travelled over to which each Class of Guards is attached.
			£. s. d.	£. s. d.	
242	Stewart, J. - -	-	130 - -	- - -	Aberdeen and Inverness.
243	Stewart, D. - -	-	- - -	27 7 6	Edinburgh and Perth.
244	Stover, J. - -	-	- - -	27 7 6	Exeter and Falmouth.
245	Straker, J. - -	-	- - -	27 7 6	York and Grantham.
246	Stubbs, G. - -	-	100 - -	- - -	York and Manchester.
247	Sudbury, J. - -	-	- - -	27 7 6	Leeds and Newcastle.
248	Swan, A. - -	-	100 - -	- - -	Brighton and London.
249	Symonds, W. - -	-	- - -	27 7 6	Boston and London.
250	Tabor, L. - -	-	- - -	27 7 6	Dorchester and London.
251	Taylor, J. - -	-	- - -	54 12 -	Extra at Grantham.
252	Taylor, P. - -	-	- - -	27 7 6	Brighton and Southampton.
253	Taylor, T. - -	-	- - -	27 7 6	Bristol and Exeter.
254	Taylor, W. - -	-	- - -	27 7 6	Carlisle and Lancaster.
255	Templeton, W. - -	-	- - -	27 7 6	Glasgow and Portpatrick.
256	Ten, J. - -	-	115 - -	- - -	Gloucester and London.
257	Thome, G. - -	-	100 - -	- - -	Hastings and London.
258	Thome, J. - -	-	- - -	27 7 6	Melton and London.
259	Tompkins, G. - -	-	100 - -	- - -	Stroud and London.
260	Trow, E. - -	-	- - -	27 7 6	Carlisle and Lancaster.
261	Turnbull, R. - -	-	- - -	27 7 6	Edinburgh and Newcastle.
262	Turner, J. - -	-	- - -	27 7 6	Dover and London.
263	Turner, W. - -	-	- - -	27 7 6	Carlisle and Lancaster.
264	Valentine, D. - -	-	100 - -	- - -	Carlisle and Glasgow.
265	Vickers, L. - -	-	130 - -	- - -	Manchester and York.
266	Vickers, L. - -	-	- - -	27 7 6	York and Scarborough.
267	Vickers, W. - -	-	115 - -	- - -	Liverpool and Manchester.
268	Vincent, J. - -	-	70 - -	- - -	- ditto - - - ditto.
269	Wadman, J. - -	-	- - -	27 7 6	Shrewsbury and Liverpool.
270	Wallace, J. - -	-	- - -	27 7 6	Holyhead and Hartford.
271	Warby, W. - -	-	- - -	27 7 6	Edinburgh and Newcastle.
272	Warn, J. - -	-	115 - -	- - -	Bath and Cheltenham.
273	Warr, J. - -	-	- - -	27 7 6	Exeter and Falmouth.
274	Walters, W. - -	-	100 - -	- - -	Worcester and London.
275	Webb, J. - -	-	- - -	27 7 6	Lynn and London.
276	Webb, S. - -	-	100 - -	- - -	Brighton and London.
277	Webb, T. - -	-	115 - -	- - -	York and Manchester.
278	Wightman, J. - -	-	100 - -	- - -	Inverness and Thurso.
279	Weir, D. - -	-	- - -	27 7 6	Perth and Glasgow.
280	Weston, H. - -	-	- - -	27 7 6	Exeter and Devonport.
281	White, G. - -	-	- - -	27 7 6	Exeter and London.
282	Whiteman, W. - -	-	- - -	27 7 6	Edinburgh and Perth.
283	Willdey, C. - -	-	100 - -	- - -	Dover and London.
284	Willis, W. - -	-	100 - -	- - -	Brighton and London.
285	Wood, J. - -	-	130 - -	- - -	Birmingham and London.
286	Woodhouse, T. - -	-	100 - -	- - -	Carlisle and Dumfries.

IRELAND.

1	Archer, H. - -	-	130 - -	- - -	Ballinasloe and Westport.
2	Armstrong, G. - -	-	100 - -	- - -	Belfast and Derby.
3	Badge, J. - -	-	70 - -	- - -	Extra in Dublin.
4	Bell, C. - -	-	100 - -	- - -	Dublin and Sligo.
5	Boniface, C. - -	-	100 - -	- - -	- ditto and Waterford.
6	Burke, P. - -	-	100 - -	- - -	- ditto and Enniskillen.
7	Butler, E. - -	-	130 - -	- - -	Extra Southern District.
8	Buttle, A. - -	-	130 - -	- - -	Dublin and Kinsale.
9	Byrne, M. - -	-	100 - -	- - -	- ditto and Waterford.
10	Campbell, P. - -	-	70 - -	- - -	- ditto and Kingstown.
11	Carleton, W. - -	-	100 - -	- - -	Enniskillen and Ballyshannon.
12	Carton, W. - -	-	70 - -	- - -	Extra in Dublin.
13	Carrol, J. - -	-	100 - -	- - -	Dublin and Cork viâ Clonmell.
14	Caulfield, P. - -	-	70 - -	- - -	Dublin and Galway.
15	Collins, T. - -	-	100 - -	- - -	- ditto - - ditto.
16	Conolly, J. - -	-	100 - -	- - -	- ditto and Cork viâ Cushel.
17	Conolly, G. - -	-	100 - -	- - -	- ditto and Wexford.

RETURN of the Number of Mail-coach Guards who are paid with Public Money, &c.—*continued.*

MAIL-COACH GUARDS.		Mail-coach Guards who are paid entirely with Public Money, showing the Annual Salary paid to each.	Mail-coach Guards paid partly with Public Money and partly by Fees from Passengers, with the annual Amount of Salary paid to each out of Public Money.	Lines of Road travelled over to which each Class of Guards is attached.
		£. s. d.	£. s. d.	
18	Cosgrove, A.	115 - -	- - -	Dublin and Limerick.
19	Craig, F.	130 - -	- - -	Extra in Dublin.
20	Dane, J.	100 - -	- - -	Dublin and Enniskillen.
21	Darby, R.	100 - -	- - -	- ditto and Sligo.
22	Deane, G.	130 - -	- - -	- ditto and Kingstown.
23	Dolan, J.	100 - -	- - -	- ditto and Waterford.
24	Downing, W.	100 - -	- - -	- ditto and Cork via Cashel.
25	Doyle, J.	100 - -	- - -	Waterford and Limerick.
26	Doherty, J.	100 - -	- - -	Derry and Sligo.
27	Dunham, T.	100 - -	- - -	Dublin and Kingstown.
28	Ewing, A.	100 - -	- - -	- ditto and Cork via Clonmel.
29	Farrell, G.	130 - -	- - -	Cork and Bantry.
30	Fogarty, M.	100 - -	- - -	Belfast and Enniskillen.
31	Galwin, W.	115 - -	- - -	Limerick and Tralee.
32	Galwin, J.	115 - -	- - -	Cork and Tralee.
33	Grant, M.	70 - -	- - -	Dublin and Limerick.
34	Hagan, W.	115 - -	- - -	- ditto and Derry.
35	Hagan, W.	115 - -	- - -	- ditto and Sligo.
36	Hagan, J.	115 - -	- - -	Extra in Dublin.
37	Hackett, W.	130 - -	- - -	Dublin and Kinsale.
38	Hatchett, J.	100 - -	- - -	Waterford and Cork.
39	Herbert, E.	100 - -	- - -	Dublin and Galway.
40	Hill, J.	100 - -	- - -	- ditto and Belfast.
41	Ingram, J.	100 - -	- - -	- ditto and Enniskillen.
42	Keating, E.	100 - -	- - -	Limerick and Galway.
43	Leary, T.	100 - -	- - -	Dublin and Cork via Cashel.
44	Lloyd, T.	100 - -	- - -	Dublin and Sligo.
45	Mahony, J.	100 - -	- - -	- ditto and Cork.
46	Meighan, T.	70 - -	- - -	Derry and Sligo.
47	M'Carthy, D.	100 - -	- - -	Belfast and Enniskillen.
48	M'Donald, C.	115 - -	- - -	Dublin and Kingstown.
49	M'Kenna, J.	130 - -	- - -	- ditto and Belfast.
50	M'Kenna, M.	115 - -	- - -	- ditto and Limerick.
51	M'Kenna, P.	70 - -	- - -	- ditto and Wexford.
52	M'Lellan, W.	100 - -	- - -	Waterford and Wexford.
53	M'Williams, J.	100 - -	- - -	Belfast and Derry.
54	Meagher, M.	100 - -	- - -	- ditto and Enniskillen.
55	Middleton, S.	100 - -	- - -	Dublin and Belfast.
56	Mullhollan, C.	115 - -	- - -	Belfast and Derry.
57	Murray, P.	100 - -	- - -	Dublin and Cork.
58	Neill, D.	115 - -	- - -	Waterford and Limerick.
59	Nunn, T.	100 - -	- - -	Waterford and Cork.
60	Nutty, J.	70 - -	- - -	Extra in Dublin.
61	O'Connor, E.	100 - -	- - -	Limerick and Cork.
62	O'Connor, T.	100 - -	- - -	Dublin and Wexford.
63	Perry, S.	100 - -	- - -	Ballinasloe and Westport.
64	Purcell, J.	115 - -	- - -	Limerick and Tralee.
65	Reilly, O.	130 - -	- - -	Cork and Tralee.
66	Russell, T.	100 - -	- - -	Dublin and Derry.
67	Smith, P.	100 - -	- - -	- ditto and Limerick.
68	Shapton, H.	100 - -	- - -	Cork and Waterford.
69	Stothert, T.	100 - -	- - -	Sligo and Castlebar.
70	Sutcliffe, G.	100 - -	- - -	Dublin and Cork via Cashel.
71	Tyre, M.	130 - -	- - -	Cork and Bantry.
72	Walsh, T.	100 - -	- - -	Extra Northern District.
73	Webb, P.	115 - -	- - -	Limerick and Galway.
74	Whelan, D.	130 - -	- - -	- ditto - and Cork.
75	Whelan, M.	100 - -	- - -	Sligo and Castlebar.
76	Whelan, J.	100 - -	- - -	Dublin and Derry.
77	White, F.	100 - -	- - -	- ditto - - ditto.
78	Williams, J.	70 - -	- - -	Newry and Dungannon.
79	Woods, S.	100 - -	- - -	Dublin and Galway.

February 1841.

 LINES of ROAD travelled over upon which the GUARDS are paid entirely with PUBLIC MONEY.

Aberdeen - - and - Ballater.	Haverfordwest - and - Begelly.
Aberdeen - - " - Inverness.	Inverness - - " - Thurso.
Bath - - - " - Bridgewater.	Lancaster - - " - London.
Bath - - - " - Cheltenham.	Leeds - - - " - Hull.
Birmingham - - " - Bath.	Liverpool - - " - Manchester.
Birmingham - - " - Derby.	Ludlow - - - " - London.
Birmingham - - " - Liverpool.	Lynn - - - " - Wells.
Birmingham - - " - Ludlow.	Manchester - - " - Warrington.
Birmingham - - " - Worcester.	Melton - - - " - London.
Birmingham - - " - Yarmouth.	Nottingham - - " - Derby.
Brighton - - - " - London.	Poole - - - " - London.
Bristol - - - " - Birmingham.	Portsmouth - - " - London.
Bristol - - - " - London.	Portsmouth - - " - Southampton.
Bristol - - - " - Portsmouth.	Rugby - - - " - Leeds.
Carlisle - - - " - Glasgow.	Sheffield - - " - Masbro'.
Carlisle - - - " - Portpatrick.	St. Leonard's - - " - London.
Carlisle - - - " - Newcastle.	Sroud - - - " - London.
Cheltenham - - " - Aberystwith.	Taunton - - - " - Barnstaple.
Dover - - - " - London (Day.)	Worcester - - " - Leominster.
Edinburgh - - - " - Dumfries.	York - - - " - Manchester.
Edinburgh - - - " - Glasgow.	York - - - " - Wakefield.
Gloucester - - - " - London.	
Hartford - - - " - Carnarvon.	

All the Mail-coach Guards in Ireland are paid entirely with public money.

 LINES of ROAD travelled over upon which the GUARDS are paid partly with PUBLIC MONEY and partly by FEES from PASSENGERS.

Bath - - - and - London.	Gloucester - and - Carmarthen.
Birmingham - - " - Holyhead.	Hartford - - " - Holyhead.
Boston - - - " - Hull.	Hereford - - " - Shrewsbury.
Brighton - - - " - Southampton.	Hull - - - " - London.
Bristol - - - " - Devonport.	Hull - - - " - Scarborough.
Bristol - - - " - Exeter.	Kendal - - - " - Whitehaven.
Bristol - - - " - Hereford.	Leeds - - - " - Newcastle.
Bristol - - - " - Pembroke.	Louth - - - " - London.
Cambridge - - - " - Holbeach.	Lynn - - - " - London.
Carlisle - - - " - Edinburgh.	Manchester - - " - Derby.
Carlisle - - - " - Lancaster.	Manchester - - " - Leeds.
Dover - - - " - London (Night.)	Manchester - - " - Skipton.
Edinburgh - - - " - Aberdeen.	Norwich - - - " - London.
Edinburgh - - - " - London.	Perth - - - " - Glasgow.
Edinburgh - - - " - Perth.	Perth - - - " - Inverness.
Exeter, Yeovil - - " - London.	Shrewsbury - - " - Liverpool.
Falmouth, Devon- } " - London.	Yarmouth - - - " - London.
port - - - } " - London.	York - - - " - Hull.
Falmouth, Dor- } " - London.	York - - - " - Scarborough.
chester - - - }	
Glasgow - - - " - Portpatrick.	

The distinction in the mode of paying this class of public servants is made under the authority of the Lords Commissioners of Her Majesty's Treasury.

POST OFFICE.

RETURNS, showing the SALARIES of POSTMASTERS in *England, Scotland and Ireland*; the NAMES of TOWNS where Post Offices have been built at the PUBLIC EXPENSE, and where LETTER CARRIERS receive UNIFORMS; with the Number of MAIL-COACH GUARDS paid with PUBLIC MONEY, or with FEES in addition.

(*Mr. Hume.*)

*Ordered, by The House of Commons, to be Printed,
19 March 1841.*

POST OFFICE.

RETURNS to Two ORDERS of the Honourable The House of Commons,
dated 18 February and 22 March 1841 ;—*for*,

RETURNS of the Number of CHARGEABLE LETTERS which have passed through the London General Post (Inwards and Outwards) since the first general Reduction of Postage on the 5th day of December 1839, dividing the Time, as far as practicable, into Periods of four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, Stamped, and Total Number of Letters; also, a similar Return of the estimated Numbers of Letters for the Year immediately preceding the Reduction :—Of the Number of LETTERS which have passed through the LONDON DISTRICT POST (exclusive of all General Post Letters) for the same Periods, where practicable, and distinguished in the same manner as in the last Return :—COMPARATIVE STATEMENT of the Number of LETTERS (including FRANKS during the existence of the Franking Privilege) delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time :—RETURNS showing the GROSS and NET POST-OFFICE REVENUE, and the Cost of Management, for each of the Years ending the 5th day of January 1839, 1840, and 1841; distinguishing the Revenue of Great Britain from that of Ireland :—Of the AMOUNT paid by the Post-office in respect of the TRANSIT of the MAILS in Great Britain during the Years ending the 5th day of January 1839, 1840, and 1841; distinguishing in each Year the Amount paid in respect of the Mails conveyed by Railways :—Of the Amount of MONEY ORDERS issued in London, and of the Poundage received thereon, in each of the Three Months ending the 5th day of February 1839, 1840, and 1841; also, a Return of the Amount of Money Orders paid in London in each of the same Three Months.

(*Mr. Tufnell.*)

AN ACCOUNT of the NET AMOUNT of POST-OFFICE REVENUE derived from Foreign and Colonial Postage in the Year ending the 5th day of January 1841.

(*Mr. Goulburn.*)

Ordered, by The House of Commons, to be Printed,
5 April 1841.

— 1. —

LONDON GENERAL POST.

RETURN of the Number of CHARGEABLE LETTERS which have passed through the London General Post (Inwards and Outwards), since the first general Reduction of Postage, on the 5th December 1839, dividing the Time (as far as practicable) into Periods of four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, a similar Return of the estimated Numbers of Letters for the Year immediately preceding the Reduction.

1839.				1840.				1841.			
Four Weeks ending		Unpaid.	Paid.	Total.	Four Weeks ending		Unpaid.	Paid.	Total.	Four Weeks ending	
5 January	-	1,299,789	201,127	1,500,916	4 January	-	1,596,484	505,847	-	2 January	-
2 February	-	1,326,304	217,071	1,543,375	1 February (a)	-	787,139	2,217,127	-	30 Ditto	-
2 March	-	1,345,725	212,175	1,557,880	29 February	-	462,647	2,875,427	-	27 February	-
30 March	-	1,387,315	217,041	1,604,356	28 March	-	386,150	2,986,517	-	27 March	-
27 April	-	1,429,775	226,541	1,656,316	25 April	-	423,980	2,980,970	-		
25 May	-	1,383,053	236,712	1,619,765	23 May	-	410,399	2,630,895	-		
22 June	-	1,383,706	265,314	1,649,020	20 June	-	367,831	2,354,932	-		
20 July	-	1,365,343	339,634	1,704,977	18 July	-	337,176	2,288,040	-		
17 August	-	1,317,668	302,745	1,620,413	15 August	-	351,234	2,181,296	-		
14 September	-	1,412,277	299,994	1,712,271	12 September	-	291,973	2,229,952	-		
12 October	-	1,344,819	298,041	1,642,860	10 October	-	308,686	2,201,756	-		
9 November	-	1,307,244	285,587	1,592,831	7 November	-	267,743	2,119,278	-		
7 December	-	1,359,439	323,473	1,682,912	5 December	-	296,285	2,096,097	-		

The Fourpenny Rate came into operation on 5th December 1839.

The Penny Rate - - - - - 10th January 1840.

Stamps - - - - - 6th May 1840.

(a) Of this period part of the first week was during the operation of the Fourpenny Rate. The last three weeks of the period give an average of 811,501 letters per week. The corresponding period of 1841 gives an average of 1,166,003 letters per week, showing an increase of 354,502 letters, or 43 $\frac{1}{2}$ per cent.

Inland Office, 11 March 1841.

W. Bokenham.

LONDON DISTRICT POST.

RETURN of the Number of Letters which have passed through the London District Post (exclusive of all General Post Letters), for the same Periods (as far as practicable), and distinguished in the same manner as the last Return.

1839.		1840.					1841.				
—		Four Weeks ending	Paid.	Unpaid.	Stamped.	Total.	Four Weeks ending	Paid.	Unpaid.	Stamped.	Total.
Total Number of Letters for four weeks, ended		4 January -	825,382	477,273	-	1,302,555	2 January -	810,052	140,328	619,166	1,569,546
1 January 1839 -		1 February -	1,207,985	331,689	-	1,539,574	30 Ditto -	926,264	157,242	752,134	1,835,640
Ditto for four weeks, ended 29 ditto -		29 Ditto -	1,312,379	312,757	-	1,625,136	27 February -	884,822	207,265	771,041	1,868,128
Ditto for two weeks, ended 12 February 1839 -		28 March -	1,308,100	214,863	-	1,522,963	27 March -	833,849	142,766	789,543	1,766,158
Ditto for two weeks, ended 4 May 1839 -		25 April -	1,368,100	202,390	-	1,570,490					
Ditto for two weeks, ended 30 November 1839 -		23 May -	1,198,613	197,922	285,079	1,681,614					
		20 June -	1,001,088	182,914	518,342	1,702,344					
		18 July -	920,157	175,927	565,145	1,661,229					
		15 August -	814,873	159,153	536,197	1,510,223					
The above returns are all that can be furnished for 1839, and these are partly taken from the returns dated 13th March 1840, and from some weekly accounts that were kept in May and November 1839.		12 September -	752,423	152,441	458,658	1,363,522					
		10 October -	790,919	151,106	501,069	1,443,094					
		7 November -	830,235	150,429	577,598	1,558,262					
		5 December -	812,559	148,632	596,997	1,557,918					

The Penny Rate came into operation as respects this Post on 6th December 1839.
Stamps 6th May 1840.

R. Smith, Superintending President.

9 March 1841.

— 3. —

UNITED KINGDOM.

A COMPARATIVE STATEMENT of the Number of Letters (including Franks during the existence of the Franking Privilege) delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839 and ending with the present Time.

Week ending	ENGLAND AND WALES.				TOTAL IRELAND.	TOTAL SCOTLAND.	GROSS TOTAL United Kingdom.
	Country Offices.	London, Ireland, Foreign and Ship.	London District Post.	Total England and Wales.			
24 November 1839	764,938	229,292	258,747	1,252,977	179,931	153,065	1,585,978
22 December -	963,016	279,457	340,693	1,583,766	225,889	199,082	2,008,687
January 1840	not ascertained.						
23 February -	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March -	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
26 April (a) -	1,505,609	410,270	390,989	2,306,868	328,074	319,924	2,954,866
24 May -	1,588,809	449,338	418,926	2,457,068	338,407	342,560	3,138,085
21 June -	1,629,123	454,876	441,848	2,525,347	343,761	352,098	3,221,206
19 July -	1,674,410	452,448	400,753	2,527,011	338,495	356,817	3,222,923
23 August -	1,746,257	461,689	343,347	2,551,293	345,831	369,436	3,266,560
20 September -	1,811,213	450,871	340,232	2,602,316	350,318	366,410	3,319,053
25 October -	1,821,711	472,802	387,848	2,682,361	369,297	366,121	3,417,779
22 November -	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December -	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,436,326
24 January 1841	1,929,661	519,625	467,940	2,917,226	386,555	380,242	3,684,023
21 February (b) -	2,133,197	547,621	504,147	3,184,965	460,380	444,819	4,090,164
21 March -	1,950,501	631,960	447,766	2,930,227	389,877	401,351	3,721,455

(a) Easter week.
(b) The increase in this week is owing to the Valentines.

W. L. Maberly.

AN ACCOUNT showing the Gross and Net Post Office Revenue, and the Cost of Management, for each of the Years ending 5 January 1839, 1840, and 1841, distinguishing the Revenue of Great Britain from that of Ireland.

Year ending	GREAT BRITAIN.				IRELAND.				UNITED KINGDOM.			
	Gross Revenue. (a)		Cost of Manage- ment. (c)		Net Revenue.		Gross Revenue.		Cost of Manage- ment.		Net Revenue.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
5 Jan. 1839	2,116,798	- 1	585,458	1 1½	1,531,339	18 11½	229,480	- 8½	101,310	2 5½	128,189	18 3
— 1840	2,162,914	19 9	647,257	1 -	1,515,657	18 9	227,848	10 4½	109,742	6 4	118,106	4 -½
— 1841	1,245,447	13 5½(b)	741,849	11 4½	458,598	2 1½	124,156	11 8½(f)	116,827	9 1	7,329	2 7½
			27,000	- - (d)								
			18,000	- - (e)								

(a) Namely, the gross receipts after deducting the returns for "Refused Letters," &c.

(b) This includes the receipts by the Stamp Office for postage stamps in Ireland as well as in Great Britain; the amount for Ireland was 15,029 l. 5 s. 5 d.

(c) Cost of management. These sums include the charges other than those of management.

(d) Advance to Ireland.

(e) Advance to the Money-order Office in London.

(f) This sum includes 27,000 l. received from England, and is included in charges other than management for Great Britain, but it does not include the proceeds of postage stamps sold by the Stamp Office in Ireland, which amount to 15,029 l. 5 s. 5 d.

(g) This includes one month of the Fourpenny Rate.

General Post Office, 2 April 1841.

C. T. Court, Accountant General.

AN ACCOUNT of the Amount paid by the Post Office in respect of the Transit of the Mails in Great Britain, during the Years ending the 5th day of January 1839, 1840, and 1841; distinguishing in each Year the Amount paid in respect of the Mails conveyed by Railways.

Years ending	Amount paid for Con- veyance by Mail- coaches, including Tolls and other Mail- coach Expenses. (a)			Amount paid for Conveyance by Railway.			Total Amount paid for the Transit of Mails.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
	£.	s.	d.	£.	s.	d.	£.	s.	d.
5th January 1839	-	-	-	105,107	11 10	9,888	4 6	114,990	16 4
— 1840	-	-	-	109,246	9 8	39,724	15 7	148,971	5 3
— 1841	-	-	-	130,352	13 2	51,125	1 4	181,477	14 6
Total	-	-	£.	344,706	14 8	100,733	1 5	445,439	16 1

(a) "Mail-coach Expenses" includes guards' wages and the hire of the mail-coaches.

General Post Office, 6 March 1841.

C. T. Court, Accountant-General.

A RETURN of the Amount of Money Orders issued in London, and of the POUNDAGE received thereon, in each of the Three Months ending the 5th day of February 1839, 1840, and 1841; also, a Return of the Amount of Money Orders paid in London in each of the same Three Months.

	Amount of Money Orders issued.			Poundage.			Amount of Money Orders paid.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Month ending 5th February 1839	-	-	-	2,623	11 5	53 13	-	8,343	- 5
Month ending 5th February 1840	-	-	-	5,854	8 5	123 15 6	-	8,141	- 8
Month ending 5th February 1841	-	-	-	29,524	1 8	215 13 9	-	59,422	19 3

Note.—On the 20th November 1840, the poundage on Money Orders was reduced from 6 d. to 3 d. on sums not exceeding 2 l.; and from 1 s. 6 d. to 6 d. on sums exceeding 2 l. and not ex-
ceeding 5 l.

W. L. Maberly.

— 7. —

AN ACCOUNT of the NET AMOUNT of POST-OFFICE, REVENUE derived from Foreign and Colonial Postage, in the Year ending the 5th day of January 1841.

As no distinct account is kept of the foreign letters, the Post-office is unable to furnish this return.

General Post-Office, }
31 March 1841. }

W. L. Maberly, Secretary.

POST OFFICE.

RETURNS of LETTERS passed through the London Post Office; Revenue; Management; Conveyance of Mails; and, Revenue derived from Foreign and Colonial Postage.

(Mr. Tyfnell.)
(Mr. Goulburn.)

Ordered, by The House of Commons, to be Printed,
5 April 1841.

231.

Under 1 oz.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 14 May 1841;—for,

RETURNS of the Number of LETTERS registered in the UNITED KINGDOM since the Introduction of the present mode of REGISTRATION, up to the latest Date it can be conveniently furnished; stating the Date of such mode of Registration, and the Fee charged therefor above the Postage:—also, the Date on which the POST OFFICE discontinued the former Practice of gratuitous Registration of LETTERS containing COIN, and the Reasons for discontinuing the same.

General Post Office, }
21 June 1841. }

W. L. MABERLY,
Secretary.

RETURNS of the Number of LETTERS registered in *Great Britain* since the Introduction of the present mode of Registration, up to the 20th May 1841; stating the Date of such mode of Registration, and the Fee charged therefor above the Postage; and also, the Date on which the Post Office discontinued the former Practice of gratuitous Registration of Letters containing Coin, and the Reasons for discontinuing the same.

Number registered in ENGLAND and WALES	-	-	-	39,796
„ „ in SCOTLAND	-	-	-	2,836
TOTAL, GREAT BRITAIN				<u>42,632</u>

The present system of Registration commenced on the 6th January 1841, and the Fee charged therefor above the Postage is One Shilling.

The entering of Letters containing Coin was discontinued on the 1st January 1840, because the number of such Letters under the Fourpenny system was found to be so great, that the service could not be carried on with any regularity, and it was decided therefore, by the Chancellor of the Exchequer and the Postmaster General, that it would be impossible to attempt it when the Penny Postage came into operation.

POST OFFICE.

**RETURNS of the NUMBER of LETTERS registered
in the UNITED KINGDOM since the Introduction
of the Present Mode of Registration, &c.**

(*Mr. Wallace.*)

***Ordered, by The House of Commons, to be Printed,
22 June 1841.***

POST OFFICE.

RETURN to an ORDER of the Honourable The House of Commons,
dated 30 April 1841;—for,

COPIES of all MEMORIALS to the LORDS of the TREASURY, and to the POSTMASTER GENERAL, on the Subject of the Transmission of Country Letters through the London Post Office on the Lord's Day, with the Number of Signatures attached to each Memorial; and also COPIES of the ANSWERS returned thereto;—Of all RESOLUTIONS passed at VESTRIES, WARDMOTES, or other PUBLIC MEETINGS, in Connexion with this Subject, which have been transmitted to the Lords of the Treasury or to the Postmaster-General; and of any CORRESPONDENCE which may have passed between the LORDS of the TREASURY and the POSTMASTER-GENERAL upon the said Subject.
—(*In continuation of Parliamentary Paper, No. 176, of 1839.*)

Whitehall, Treasury Chambers, }
15 June 1841.

R. MORE O'FERRALL.

Ordered, by The House of Commons, to be Printed, 22 June 1841.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned, the Rectors, Churchwardens, and Vestrymen of the united Parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, in Vestry assembled,

Sheweth,

THAT your Memorialists have heard, with great concern, that certain alterations are both in progress and in contemplation relative to the business of the London Post-office on the Lord's Day.

That whilst your Memorialists are convinced that a careful abstinence from all secular occupations on that sacred day is not less conducive to the morals, the health, and the happiness of the people at large, than it is in accordance with the spirit of Christianity, they feel at the same time assured, that should an example of disregard of its observance be witnessed in an establishment of such vast magnitude and national importance as the London Post-office, it would be highly detrimental to the cause of true religion and sound morality in this kingdom.

That your Memorialists therefore pray that no measure may be adopted or continued in any department of the Post-office which would involve an extended employment of the officers and servants of that establishment, or any further encroachment on the rest and sacredness of the Lord's Day.

Given in the Vestry-room of St. Giles-in-the-Fields, this 14th day of December, in the year of our Lord 1838.

[74 Signatures.]

Gentlemen,

Treasury Chambers, 24 December 1838.

IN answer to your Memorial, praying that the present regulations in regard to the cessation from business on Sunday at the London Post-office may not be altered, I have it in command from the Lords Commissioners of Her Majesty's Treasury

Treasury to transmit to you herewith a copy of a letter which my Lords directed to be sent to the bankers of the cities of London and Westminster, in answer to a Memorial presented by them to this Board on the same subject.

To Rev. J. E. Tyler,
Rector of St. Giles-in-the-Fields, &c.
and other Inhabitants.

(signed) *F. Baring.*

(Copy referred to in the preceding Letter.)

Gentlemen,

Treasury Chambers, 15 December 1838.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Memorial on the subject of some supposed alteration in the business of the London Post-office on Sundays, and I am commanded by their Lordships to acquaint you, that my Lords entirely concur with you in opinion, that it is of the highest importance to preserve undisturbed the quiet and rest of Sunday, with a view to the performance of the peculiar duties of the day; and their Lordships consider that this could scarcely be maintained or relied on were a delivery and dispatch of London letters to take place in the metropolis. My Lords have never had it in their contemplation to sanction a change which they would consider to be inconsistent with most important duties and interests, religious, moral, and social.

The transmission through London of country letters, posted by the Saturday mails, might be effected by the coaches which at present regularly arrive and are dispatched, and has been recommended in reports of Commissioners submitted to both Houses of Parliament. This proposition appears to my Lords wholly distinct from the question of a London Sunday delivery, to which, as already stated, their Lordships entertain the strongest objection; nor do my Lords conceive that the adoption of the recommendation of the Commissioners could be urged as a plea or motive for going further.

Messrs. Masterman, Peters & Co.
Bankers of the City of London and Westminster.

(signed) *F. Baring.*

TO the Lords Commissioners of Her Majesty's Treasury.

The Humble Memorial of the Coal-factors, Buyers, and others frequenting the
Coal-market of the City of London,

Sheweth,

THAT they are deeply interested in the point whether Post-office letters should be delivered on Sundays in future.

That they learn with great regret that such a change should be contemplated.

That they seriously deprecate such a proceeding as uncalled-for and unnecessary, and would be attended with most injurious effects to the morals and health of themselves and their clerks.

That they earnestly pray therefore that your Lordships will not accede to such a proposition, and your Memorialists, as in duty bound, will ever pray.

Coal-market, London, 14 December 1838.

[119 Signatures.]

Gentlemen,

Treasury Chambers, 20 December 1838.

IN reply to your Memorial of the 14th instant, praying that there may be no Sunday delivery of letters at the Post-office in London, the Lords Commissioners of Her Majesty's Treasury have directed me to acquaint you that they have not, and never had in contemplation any London delivery of letters on Sundays; on the contrary, my Lords have always felt strong objection to such a measure, and they are happy to find from this Memorial, as

well

well as from other communications, that their opinion on this point is entirely in concurrence with the great body of the mercantile community. The transmission of letters from the country through London by the mails which now arrive and leave London on the Sunday was recommended by the Commissioners of Post-office inquiry in 1837; and my Lords have always considered this recommendation as entirely distinct from a London delivery, and in no shape affording any argument or necessity for the adoption of a measure to which my Lords would on every ground strongly object.

(signed) *F. Baring.*

To Mr. W. Metcalf and others, Coal-factors, &c.
Coal-market, London.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

WE, the undersigned, members of the Committee of the Derbyshire Auxiliary Society for promoting the due observance of the Lord's Day, having heard, with apprehension and regret, that it has been in the contemplation of your Lordships to adopt measures for the transmission of country letters through London on the Lord's Day, do most respectfully, but at the same time most urgently, appeal to your Lordships never to permit a step to be taken so repugnant to the moral and religious feelings of a large portion of the community, and so subversive of that decency with which the Lord's Day has hitherto been observed in matters relating to the Post-office in the metropolis, a decency by which it is most honourably distinguished from the profanation caused by the transmission and delivery of letters throughout all the provincial towns in the kingdom. Venturing to differ from the opinion which has been expressed by your Lordships, we view this preliminary step as eminently calculated to prepare the public mind for a further extension of Sabbath profanation, by paving the way for the delivery of letters in London; a result which we are happy to observe that your Lordships deprecate in the strongest language. But whilst we are thus encouraged to hope that your Lordships will never deliberately sanction such a departure from your own avowed principles, we are apprehensive that the most injurious consequences would imperceptibly and irresistibly follow from any partial inroad on the sacred duties of the Sabbath.

We therefore implore your Lordships to listen to our entreaties, that no infringement whatever may be permitted on the present orderly observance of the day of rest in the Post-office Department in London, an observance so well calculated to promote the glory of God and the best interests of society; but that your Lordships' attention may rather be turned to correct the practice prevailing in provincial towns, and reduce it to a becoming conformity with the present system of the Metropolis.

And your Memorialists will ever pray, &c.

[30 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

WE, the undersigned, members of the Committee of the Chesterfield Auxiliary Society for promoting the due observance of the Lord's Day, having learned, with deep regret, that it has been in the contemplation of your Lordships to adopt measures for the transmission of country letters through London on the Lord's Day, do most respectfully appeal to your Lordships never to permit a step to be taken so repugnant to the moral and religious feelings of a large portion of the community, and so subversive of that decency with which the Lord's Day has been hitherto observed in matters relating to the Post-office in the metropolis; a decency by which it is most honourably distinguished from the profanation caused by the transmission and delivery of letters throughout all the provincial towns in the kingdom. Apprehensive that the most injurious consequences might follow from

any partial inroad on the sacred duties of the Sabbath, we implore your Lordships that no infringement may be permitted on the present orderly observance of the day of rest in the Post-office Department in London, an observance so well calculated to promote the glory of God and the best interests of society.

And your Memorialists will ever pray, &c.

[17 Signatures.]

UNTO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Presbytery of Glasgow,

Humbly sheweth,

THAT regarding, as your Memorialists do, the religious observance of the Sabbath to be at once required by the law of God and necessary to the temporal and spiritual well-being of mankind, and called as they are, by virtue of their office, to watch and strive against all public violations of the sanctity of that day, they cannot but consider it as a matter of deep regret, that by the existing arrangements connected with the Post-office in this city, as well as in other parts of the kingdom, the countenance and authority of Government should in this particular be so much opposed to the dutiful and proper observance of the law of God.

That as by the arrangements referred to, the persons employed in connexion with the Post-office are obliged to be in attendance upon Sabbath, and most of them occupied for a long time with secular business, both the persons themselves thus employed are deprived of the privilege of a day of spiritual and bodily rest, and the community at large, by having their minds familiarized to a great national breach of God's commandment, are gradually prepared for committing other breaches of it in the private walks and departments of life.

That having much reason to fear, from what has recently taken place in other quarters, that the desecration of the Lord's Day in this respect is giving rise to a wish in the public mind for still farther encroachments, your Memorialists would, with all respect, but with the deepest earnestness, entreat your Lordships to consider the propriety, not only of withstanding such proposed arrangements as shall have the effect of entrenching more upon the sanctity of the Sabbath, but also, as far as may be possible, of modifying the present arrangements into a nearer conformity to the Divine law.

And your Memorialists shall ever pray, &c.

Glasgow, 4 March 1839.

(signed) *James Smith,*
Moderator, Glasgow.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned Gentlemen, Clergy, Merchants, Manufacturers, and others, Inhabitants of the Town of Manchester and Salford,

Sheweth,

THAT your Memorialists have long deplored the public and ramified desecration of the Lord's Day arising out of the transaction of business in the Post-office, as well as the transmission of letters throughout the country on the day of rest, a desecration confessedly gratuitous, since, if avoided in London, much more might it be in other places.

That the present plan keeps at least ten thousand persons occupied the greater part of the Sabbath, thus robbing them of the repose their Maker designed for them, and leading them to set at nought His solemn command.

That very many of our leading commercial men have long conscientiously abstained from receiving their letters on the Sunday, and have experienced neither detriment nor inconvenience from the practice, thus proving that the common arguments urged in favour of the present system are invalid and imaginary.

Your Memorialists therefore humbly pray that your Lordships would take immediate measures to secure the complete suspension of the business of the Post-office throughout the country on the Lord's Day.

[787 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.
The humble Memorial of the undersigned Inhabitants of the Parish of Leeds, in
the County of York,

Sheweth,

THAT your Memorialists have heard with deep concern that certain alterations are in contemplation with reference to the business of the London Post-office on the Lord's day, in order to the transmission of country letters through London on that day.

Your Memorialists earnestly deprecate such an alteration as being a national breach of the Sabbath.

Your Memorialists cannot forbear, also, to express their persuasion that if such a step were taken, the result would be, in the first instance, the receiving and delivering of letters at the head offices to such as might send or call for them, and ultimately the opening of the Post-office on that day for every other purpose.

Your Memorialists feeling convinced that a careful abstinence from all secular occupation on that day is not more in accordance with the Divine law, than it is conducive to the health, happiness, and morals of the people at large, a principle acknowledged by the various enactments of Parliament framed with a view to the preservation of the Sabbath, humbly and earnestly implore that no measures may be adopted tending in the least degree to violate the sanctity of the Lord's Day.

And your Memorialists will ever pray.

[2,750 Signatures.]

UNTO the Right Honourable the Lords of Her Majesty's Treasury.

The respectful Memorial of the Ministers and Elders of the Synod of Lothian
and Tweeddale,

Humbly sheweth,

THAT your Memorialists, deeply impressed with the sacred obligations and transcendent importance of the right observance of the Lord's Day, have remarked with great regret the encroachments which of late years have been made on the sanctity of the Sabbath; that they particularly lament the increased desecration of that sacred day by the running of a much larger number of mail-coaches than heretofore; that they have reason to apprehend that this practice will in process of time be followed by the running of stage and railway coaches of all descriptions, to the destruction of that feeling of reverence for the Lord's Day, which has long characterized the people of Scotland.

That your Memorialists are earnestly desirous that measures should be adopted, with the least possible delay, for arresting the progress of these evils, and that in the expression of this desire they are sympathized with by a very large proportion of the people of whom they have the spiritual charge.

In name, in presence, and by authority of the Synod of Lothian and Tweeddale,

(signed) *David Thorburn, A. M.*

Moderator.

Edinburgh, 15 May 1839.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The respectful Memorial of the Rector, Churchwardens, and other Inhabitants
of the Parish of St. John of Wapping, in the County of Middlesex,

Sheweth,

THAT your Memorialists have heard that it is intended to open the General Post-office on Sundays for the delivery of letters.

That your Memorialists regard such a measure with feelings of sincere alarm, inasmuch as it will lead to a desecration of the Lord's Day throughout the metropolis.

That your Memorialists find that the bankers, merchants, and other person in the City of London, who are interested in the question, considered merely in a temporal point of view, have asserted that the measure is uncalled for and unnecessary.

That your Memorialists humbly and earnestly implore your Right honourable Board to refuse its sanction to a plan which is calculated to inflict a serious spiritual injury on the capital of the kingdom, by depriving high and low, rich and poor, of the opportunity of attending the public worship of Almighty God.

[133 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned Merchants of the City of London and Westminster,

Sheweth,

THAT your Memorialists view with alarm any alteration in the regulations of the London Post-office by which increased facilities may be given to the transaction of business on Sundays; and they cordially concur in the sentiments expressed in a memorial to your Lordships from the bankers on the same subject, and adopt their words, viz. "That the quiet and domestic comfort which they, their clerks and dependents, have hitherto derived from the rest of Sunday, has been mainly secured to them by the total cessation of business at the London Post-Office on that day; that your memorialists deprecate even such an alteration as the transmission of letters through London on that day, because they are convinced that if such a step were to be taken the result would be, in the first instance, the receiving and delivering of letters at the head offices for such as might send or call for them, and ultimately the opening of the Post-office on that day for every other purpose.

"Your memorialists therefore pray that the cessation from business which has hitherto existed in the London Post-office on Sundays may continue to be observed."

And your Memorialists will every pray.

[655 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned, the Clergy and Rated Inhabitants of the District of St. Matthew's, Brixton, in the County of Surrey,

Sheweth,

THAT we have heard, with great regret, that a plan is in contemplation for opening the Post-office in London for the delivery and transmission of letters on the Lord's Day.

That we feel convinced that such a measure would be followed by most injurious effects on the religious feelings and habits of the public, by leading in an increased degree to the general transaction of business on that sacred day, and causing merchants and tradesmen, with their clerks, &c. to attend thereon at their counting-houses, instead of observing it as a day of rest from worldly occupation.

[51 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned, Inhabitants of the Parish of St. George-in-the-East, in the County of Middlesex,

Sheweth,

THAT your Memorialists have understood, with considerable regret, that it is in contemplation by your Lordships to extend the operations of the Post-office, so as to include the delivery and transit of letters on the Sabbath Day.

That your Memorialists are principally persons engaged to a considerable extent in trade, and so far from experiencing any inconvenience from the non-delivery of their letters on the Sunday, they consider that the adoption of a contrary system would be productive of no practical utility, but tend greatly to the desecration of the Sabbath Day, which should ever be kept as a day of rest.

That

That your Memorialists further respectfully submit to your Lordships' consideration the great increase of fatigue and anxiety which the adoption of such a plan must entail upon all classes of the community resident in the metropolis, by compelling them to answer their correspondence, and otherwise to devote to business that day on which they have hitherto been enabled to refrain entirely from secular pursuits.

That, viewing it merely as a question of commercial expediency, your Memorialists are of opinion that it is highly objectionable; but when considered upon far higher and more important grounds, such as tending to the desecration of the Sabbath, your Memorialists cannot but believe that it will be productive of serious evil to the moral interests of the community.

Your Memorialists therefore earnestly but respectfully press upon the attention of your Lordships these their views upon the subject, with the confident hope that your Lordships will not sanction a measure which they believe to be uncalled for by the interests of the inhabitants of the Metropolis, and the introduction of which cannot but conduce to results most injurious to the observance of the Sabbath, and highly detrimental to those engagements which a day of rest so essentially demands.

[318 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned Merchants, Bankers, Solicitors, Attorneys, Tradesmen, and others, of the City of York,

Sheweth,

THAT your Memorialists acknowledge the Divine authority and perpetual obligation of the Sabbath.

That your Memorialists, in common with the various professions and trades in the metropolis, have heard with deep concern that alterations have been in contemplation with a view to increase the work done in the London Post-office on the Lord's Day, by allowing the transmission of country letters through London on that day.

That the proposed transmission of country letters through London on the Lord's Day, so far from being esteemed a benefit by your Memorialists, is altogether undesired by them, and would, in their opinion, constitute a new national desecration of the Sabbath.

And your Memorialists pray that it may please Almighty God to guide your Lordships aright in this matter.

[330 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned, the Clergy and other Inhabitants of the Parish of Lambeth,

Sheweth,

THAT we have heard with great regret that a plan is in contemplation for opening the Post-office in London for the delivery and transmission of letters on the Lord's Day.

That we feel convinced that such a measure would be followed by most injurious effects on the religious feelings and habits of the public, by leading in an increased degree to the general transaction of business on that sacred day, and causing merchants and tradesmen, with their clerks, &c., to attend thereon at their counting-houses, instead of observing it as a day of rest from worldly occupation.

That we of this parish have had peculiar difficulties to contend with in promoting the due observance of the Lord's Day, and should therefore particularly regret to find the sanction of Her Majesty's Government given to the violation of it, by their opening one of the public offices on that day. We therefore humbly but earnestly express the hope that this measure may not be carried into effect.

And your Memorialists will ever pray.

[740 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned, Inhabitants of the district of Brierly-hill, in the County of Stafford,

Most respectfully sheweth,

THAT your Memorialists have long deplored the public and widely extended desecration of the Lord's Day, effected by the transaction of business in the Post-office, as well as by the transmission of letters throughout the country on the day of rest; a desecration completely gratuitous, since, when so easily avoided in London, it might be much more easily dispensed with in other parts of the empire.

That the present system keeps at least ten thousand persons occupied in secular toil during the greater portion of the Sabbath, thus robbing them of the repose which their Maker mercifully designed for them, and leading to set at nought His solemn command.

That very many of our leading commercial men have conscientiously abstained from reading their letters on the Lord's Day, and have experienced neither detriment nor inconvenience from the practice; thus proving that the arguments commonly urged in favour of the course now pursued are completely invalid, and that the evils usually prognosticated as likely to result from its abandonment are altogether imaginary.

Your Memorialists therefore humbly pray that your Lordships will take immediate measures to secure the complete suspension of business in every department of the Post-office throughout the entire empire on the Lord's Day; and they beseech Almighty God to command his blessing in such wise on all the deliberations of your Right Honourable Board, that the measure there decided on may tend to the advancement of God's glory, the good of his church, the safety, honour, and welfare of our Sovereign and her dominions.

(signed) *Robert Harris,*
Minister of Brierly-hill.

[184 Signatures.]

A similar Memorial from the Inhabitants of West Bromwich, in the County of Stafford.

[470 Signatures.]

A similar Memorial from the Inhabitants of the parish of Darlaston, in the County of Stafford.

[183 Signatures.]

A similar Memorial from the Inhabitants of the District of Gornall, in the County of Stafford.

[42 Signatures.]

A similar Memorial from the Inhabitants of the Parish of Wombourn, in the County of Stafford.

[49 Signatures.]

A similar Memorial from the Inhabitants of the Parish of Wednesbury, in the County of Stafford.

[270 Signatures.]

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the undersigned, Inhabitants of Dewsbury, in the County of York,

Most respectfully sheweth,

THAT your Memorialists have heard with deep concern that certain alterations are in contemplation with reference to the business of the London Post-office on the Lord's Day, in order to the transmission of country letters through London on that day.

Your Memorialists earnestly deprecate such alteration as being a national breach of the Sabbath.

Your Memorialists cannot forbear also to express their persuasion, that if such a step were taken, the result would be, in the first instance, the receiving and delivering of letters at the head offices to such as might send or call for them, and ultimately the opening of the Post-office on that day for other purposes.

Your Memorialists feeling convinced that a careful abstinence from all secular occupation on that day is not in more accordance with the Divine Law, than it is conducive to the health, happiness, and morals of the people at large, a principle acknowledged by the various enactments of Parliament formed with a view to the preservation of the sacredness of the Sabbath, humbly and earnestly implore that no measures may be adopted tending in the least degree to violate the sanctity of the Lord's Day.

[139 Signatures.]

Registered 8th August 1839.

COPIES of any CORRESPONDENCE which may have passed between the
LORDS of the TREASURY and the POSTMASTER-GENERAL.

— Nil. —

General Post-Office, }
May 1841. }

W. L. Maberly,
Secretary.

POST OFFICE.

**COPIES of MEMORIALS to the TREASURY and
to the POSTMASTER-GENERAL on the Subject
of Opening the London Post-Office on the
Lord's Day.**

(Sir Robert Harry Inglis.)

**Ordered, by The House of Commons, to be Printed,
22 June 1841.**

430.

Under 2 oz.

POST OFFICE REVENUE.

RETURN to an Order of the Honourable The House of Commons,
dated 29 January 1841 ;—for,

A RETURN of the Total NET PRODUCE of the POST OFFICE REVENUE in
Great Britain and *Ireland* respectively, in the Year ended the 5th day
of January 1841.

PAYMENTS INTO THE EXCHEQUER.

						£.	s.	d.
GREAT BRITAIN	-	-	-	-	-	441,000	-	-
IRELAND	-	-	-	-	-	6,664	10	6
TOTAL						£. 447,664	10	6

Whitehall, Treasury Chambers,
15 February 1841. }

R. GORDON.

POST OFFICE REVENUE.

A RETURN of the Total Net Produce of the
Post Office Revenue in *Great Britain* and
Ireland respectively, in the Year ended the 5th
day of January 1841.

(*Mr. Herries.*)

*Ordered, by The House of Commons, to be Printed,
16 February 1841.*

POST-OFFICE REVENUE.

RETURNS to ORDERS of the Honourable The House of Commons,
dated respectively 8 February and 8 March 1841;—for,

— (1.) —

AN ACCOUNT, showing the Total Amount included in the Return of the NET PRODUCE of the POST-OFFICE REVENUE for the Year 1840; of the Sums received for Charges of Postage from the several Public Departments of the United Kingdom; distinguishing the Sums paid by each Department, and showing the Total Net Produce of the Post-Office Revenue after deducting the said Payments therefrom; stating also the Sums received for Postage from Public Departments in the Years 1838 and 1839.

(*Mr. Herries.*)

— (2.) —

A RETURN for the United Kingdom of the Total Amount of BALANCES in the hands of the Deputy Postmasters and others, and of BILLS OUTSTANDING on 5th January 1840 and 5th January 1841, respectively.

(*Mr. Gordon.*)

Ordered, by The House of Commons, to be Printed,
11 March 1841.

2 NET PRODUCE OF POST-OFFICE REVENUE; RECEIPTS FOR POSTAGE;

— (1.) —

AN ACCOUNT, showing the Total Amount included in the Return of the NET PRODUCE of the POST-OFFICE REVENUE for the Year 1840; of the Sums received for Charges of Postage from the several Public Departments of the United Kingdom; distinguishing the Sums paid by each Department, and showing the Total Net Produce of the Post-Office Revenue after deducting the said Payments therefrom: stating also, the Sums received for Postage from Public Departments in the Years 1838 and 1839.

NET PRODUCE for the Year 1840, so far as relates to <i>Great Britain</i> :										£.	s.	d.
Payments into the Exchequer	-	-	-	-	-	-	-	-	-	441,000	-	-
Amount of Sums received for Charges of Postage from the several Public Departments included therein, so far as can be ascertained from the Accounts of the Post-office	-	-	-	-	-	-	-	-	-	70,004	2	6
TOTAL Net Produce of the Post-office Revenue after deducting the said Postage therefrom										£.	370,995	17 6
Sums received for Postage from Public Departments (so far as can be ascertained from the Accounts of the Post-office):												
In the Year 1838	-	-	-	-	-	-	-	-	-	£.	39,799	14 9
— 1839	-	-	-	-	-	-	-	-	-	-	38,776	13 4

SUMS received for CHARGES of POSTAGE from the several PUBLIC DEPARTMENTS, in the Year 1840, so far as can be ascertained from the Accounts of the Post-office:

	£.	s.	d.
The Lords Commissioners of the Admiralty	4,862	9	4
Audit-office	2,404	19	9
Colonial-office	6,916	7	2
Commander-in-Chief's-office	385	17	11
Council-office	683	12	2
Commissioners of Customs	1,364	4	4
The Lords Commissioners of Her Majesty's Treasury	2,542	17	6
Commissioners of Excise	1,375	1	2
Foreign-office	30,455	18	7
Home-office	952	4	-
Irish-office	79	5	9
Ordnance-office	5,608	-	7
Paymaster-general's-office	1,162	1	5
Poor-law Commissioners	2,998	1	9
* Post-office	-	-	-
Quartermaster-general's-office	87	2	9
Registrar-general's-office	2,418	4	6
Commissioners of Stamps and Taxes	815	18	2
Tithes Commissioners	3,097	5	9
Commissioners of Woods and Forests	236	11	2
Greenwich Pension-office	275	17	3
Board of Trade and Comptroller of Corn Returns	103	3	4
Chelsea Hospital	1,178	18	2
TOTAL	£.	70,004	2 6

* Post-office, £. 8,378. 1s. 3d. As this sum appears in the Account of the Expenses, as well as in that of the Receipts of the Post-office, it does not affect the Net Revenue.

General Post-office, }
8 March 1841. }

C. T. Court, Accountant-general.

AN ACCQUNT, showing the Total Amount included in the Return of the NET PRODUCE of the Post-Office in *Ireland*, in the Year ended 5th January 1841.

Payments into the Exchequer	-	-	-	-	-	-	-	-	-	£.	6,664	10	6
Amount of Sums received for Charges of Postage from the several Public Departments included therein, so far as can be ascertained from the Accounts of the Post-office	-	-	-	-	-	-	-	-	-	-	2,545	3	-
TOTAL Net Produce of the Post-office Revenue, after deducting the said Postage therefrom											£.	4,119	7 6
<hr/>													
Sums received for Postage from Public Departments, so far as can be ascertained from the Accounts of the Post-office:													
In the Year 1838	-	-	-	-	-	-	-	-	-	-	£.	5,356	6 2
— 1839	-	-	-	-	-	-	-	-	-	-	-	5,501	- -

SUMS received for CHARGES of POSTAGE from the several undermentioned PUBLIC DEPARTMENTS in the Year 1840, so far as can be ascertained from the Accounts of the Post-office.

Adjutant-general	-	-	-	-	-	-	-	£.	171	-	4
Chief and Under Secretary	-	-	-	-	-	-	-	1,214	12	10	
Commander of the Forces	-	-	-	-	-	-	-	18	8	4	
Constabulary	-	-	-	-	-	-	-	771	8	8	
Customs	-	-	-	-	-	-	-	40	2	3	
* General Post-office	-	-	-	-	-	-	-	—			
Lord Lieutenant	-	-	-	-	-	-	-	41	7	1	
Ordnance	-	-	-	-	-	-	-	204	17	3	
Paymaster of Civil Services	-	-	-	-	-	-	-	52	14	2	
Quartermaster-general	-	-	-	-	-	-	-	30	12	1	
TOTAL								£.	2,545	3	-

* General Post-office, 554 *l.* 0 *s.* 6 *d.* As this sum appears in the Account of the Expenses as well as in that of the Receipts of the Post-office, it does not affect the Net Revenue.

General Post-office, }
8 March 1841. }

C. T. Court, Accountant-general.

THE sums above stated as received from Public Departments, are those shown by the accounts of the Post-office; but as these accounts do not distinguish the payments in the provincial towns by the officers of the several departments, the actual receipts exceed those here stated.

This remark applies to the receipts for the years 1838 and 1839, as well as to those for the year 1840. It is also proper to remark, that for the latter year a considerable sum remains unpaid.

Whitehall, Treasury Chambers, }
10 March 1841. }

— (2.) —

A RETURN for the United Kingdom of the Total Amount of BALANCES in the hands of the Deputy Postmasters and others, and of BILLS OUTSTANDING on 5th January 1840 and 5th January 1841 respectively.

Year ended 5th January 1840	-	-	-	-	£.	194,922	2	10 2
— — 1841	-	-	-	-	-	213,184	17	1 1

General Post-office, }
10 March 1841. }

C. T. Court, Accountant-general.

POST-OFFICE REVENUE.

RETURNS of NET PRODUCE of POST-OFFICE
REVENUE; RECEIPTS from Public Depart-
ments for POSTAGE; and, BALANCES in the
hands of Postmasters, and of Bills OUT-
STANDING on 5 January 1840 and 1841.

(*Mr. Herries.*)

(*Mr. Gordon.*)

*Ordered, by The House of Commons, to be Printed,
11 March 1841.*

127.

Under 1 oz.

POST OFFICE REVENUE.

RETURN (in part) to an Order of the Honourable The House of Commons, dated 5 April 1841;—for,

A RETURN of the CITIES and TOWNS in the UNITED KINGDOM from which the REVENUE of the POST OFFICE is remitted to *London* or *Dublin*; showing the Total Amount remitted from each Town in the Years ending the 5th day of January 1840 and 1841, and the Number of Days at which the Bills from each City or Town are drawn; and also whether the said Revenue is remitted through the Branch Banks of the Bank of England, or through Private Banks, and, in the latter case, under what Agreement; also whether any and what gratuitous Facilities are afforded by the Branch Banks or Private Banks for the Collection of the said Revenue—(so far as relates to *England* and *Wales*).

ABSTRACT of the RETURN for *England* and *Wales*, for the Year ended 5th January 1840.

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Abergavenny - - -	At 21 days' sight - - -	Private Bankers or Private Individuals -	1,619 3 4
Alfreton - - -	On demand - - -	- - - ditto - - -	- 16 4
Alnwick - - -	At 7 days' sight - - -	- - - ditto - - -	1,120 - -
Alresford - - -	From on demand to 3 months' sight -	- - - One Bank Post Bill of £. 50; the rest through Private Bankers or Private Individuals.	305 12 10
Ameraham - - -	On demand - - -	Private Bankers or Private Individuals -	78 1 4
Andover - - -	From on demand to 7 days' sight -	- - - Three Bank Post Bills of £. 10; the rest through Private Bankers or Private Individuals.	155 8 11
Arundel - - -	From 7 to 21 days' sight - - -	- - - Two Bank Post Bills of £. 10; the rest through Private Bankers or Private Individuals.	895 - -
Ashbourne - - -	From at sight to 2 months - - -	Private Bankers or Private Individuals -	822 8 1
Ashburton - - -	From on demand to 14 days' sight -	- - - ditto - - -	281 - 1
Ashby-de-la-Zouch -	From at sight to 4 months' sight -	- - - ditto - - -	1,115 9 8
Atherstone - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	689 4 1
Aylesbury - - -	From on demand to 3 months' sight -	- - - ditto - - -	817 7 -
Aylesham - - -	On demand - - -	- - - ditto - - -	5 13 9
Bagshot - - -	At 7 days' sight - - -	One Bank Post Bill of £. 25 - - -	25 - -
Bakewell - - -	From on demand to 21 days' sight -	Private Bankers or Private Individuals -	651 18 -
Bampton - - -	At 21 days' sight - - -	- - - ditto - - -	169 - -
Banbury - - -	- - - ditto - - -	- - - ditto - - -	1,976 3 5
Bangor - - -	- - - From on demand and at sight to 18 days' sight.	- - - ditto - - -	1,576 10 8
Barnet - - -	From on demand to 21 days' sight -	- - - ditto - - -	332 - -
Barnley - - -	From 14 days' to 3 months' sight -	- - - ditto - - -	1,815 5 7
Barnstaple - - -	From on demand to 21 days' sight -	- - - ditto - - -	4,730 17 11
Barton - - -	From on demand to 4 months' sight -	- - - ditto - - -	100 12 6
Bath - - -	At 21 days' sight - - -	- - - ditto - - -	13,550 - -
Battle - - -	On demand - - -	- - - ditto - - -	51 - 9
Bawtry - - -	From on demand to 4 months' sight -	- - - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	144 10 11
Beaumaris - - -	At 3 days' sight - - -	Private Bankers or Private Individuals -	26 - -
Bedale - - -	From at sight to 21 days' sight -	- - - ditto - - -	944 13 -
Bedford - - -	From on demand to 7 days' sight -	- - - ditto - - -	64 3 7
Belford - - -	At 3 days' sight - - -	- - - ditto - - -	55 10 -
Belper - - -	At sight - - -	- - - ditto - - -	2 15 -
Berwick - - -	At 21 days' sight - - -	- - - ditto - - -	822 4 6
Beverley - - -	From 21 days to 3 months' sight -	- - - ditto - - -	309 12 -
Bicester - - -	From on demand to 5 months' sight -	- - - ditto - - -	378 16 8
Bideford - - -	From 14 days to 4 months' sight -	- - - ditto - - -	1,191 8 5
Biggleswade - - -	On demand - - -	- - - ditto - - -	5 - -
Billericay - - -	- - - ditto - - -	- - - ditto - - -	90 - -
Bilston - - -	From 2 to 4 months' sight - - -	- - - ditto - - -	991 16 3
Birmingham - - -	- - - From on demand and at sight to 10 months' sight.	- - - ditto - - -	23,520 10 9
Bishop's Stortford -	On demand - - -	- - - ditto - - -	282 8 -
Bishop's Waltham -	- - - ditto - - -	- - - ditto - - -	1 1 11
Blackburn - - -	- - - From on demand and at sight to 6 months' sight.	- - - ditto - - -	2,155 12 2
Blandford - - -	At 35 days' sight - - -	- - - ditto - - -	1,505 15 6
Bodmin - - -	At 21 days' sight - - -	- - - ditto - - -	1,110 15 1
Bognor - - -	From on demand to 7 days' sight -	- - - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	192 10 -
Bolton - - -	At 21 days' sight - - -	Private Bankers or Private Individuals -	2,738 3 10
Boroughbridge - - -	From 2 to 4 months' sight - - -	- - - ditto - - -	218 10 -
Boston - - -	From 21 days to 5 months' sight -	- - - ditto - - -	2,167 12 8
Bracknell - - -	On demand and at sight - - -	- - - ditto - - -	347 17 8
Bradford, Wilts - -	At 21 days' sight - - -	- - - ditto - - -	400 - -
Bradford, Yorkshire	- - - ditto - - -	- - - ditto - - -	6,926 11 5
Beandon - - -	From 7 days to 3 months' sight -	- - - ditto - - -	354 19 5
Brecon - - -	From on demand to 21 days' sight -	- - - ditto - - -	946 12 5
Brentwood - - -	On demand - - -	- - - ditto - - -	190 16 6

Abstract of Return of the Cities and Towns in England and Wales from which

CITY OR TOWN:	DATE OF BILLS.	Whether remitted through Branch Banks of England ; by Bank Post Bills ; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Bridgend -	At 21 days' sight -	Private Bankers or Private Individuals -	533 18 1
Bridgenorth -	ditto -	ditto -	933 18 5
Bridgewater -	At 11 days' sight -	ditto -	2,021 7 8
Bridlington -	At 14 days' sight -	ditto -	539 7 3
Bridport -	At 21 days' sight -	ditto -	1,645 13 5
Brigg -	ditto -	ditto -	933 4 7
Brighton -	From on demand to 21 days' sight -	ditto -	10,825 2 11
Bristol -	At 21 days' sight -	ditto -	27,220 - -
Brixham -	From on demand and at sight to 30 days' sight -	ditto -	367 14 -
Bromley -	On demand -	ditto -	96 - -
Bromyard -	At sight -	ditto -	10 11 -
Broomsgrave -	From at sight to 21 days' sight -	ditto -	956 11 4
Buckingham -	From at sight to 3 months' sight -	ditto -	410 3 -
Burnley -	From on demand to 14 days' sight -	ditto -	50 17 10
Burton, West -	At 7 days' sight -	Branch Bank of England -	19 - -
Burton-on-Trent -	From on demand to 8 months' sight -	Private Bankers or Private Individuals -	1,064 5 7
Bury -	From on demand to 6 months' sight -	ditto -	1,416 6 3
Buxton -	From on demand to 4 months' sight -	One Bank Post Bill of £. 10 ; the rest through Private Bankers or Private Individuals.	199 12 -
Callington -	From on demand to 7 days' sight -	ditto - ditto -	15 - -
Cambridge -	At 21 days' sight -	Private Bankers or Private Individuals -	5,528 10 11
Canterbury -	ditto -	ditto -	3,345 10 10
Cardiff -	From at sight to 21 days' sight -	ditto -	2,985 6 6
Cardigan -	From on demand to 21 days' sight -	ditto -	144 11 -
Carlisle -	ditto -	ditto -	359 1 6
Carmarthen -	From on demand and at sight to 11 days' sight -	ditto -	57 8 9
Carnarvon -	From 7 days' to 6 weeks' sight -	One Bank Post Bill of £. 20 ; the rest through Private Bankers or Private Individuals.	82 6 10
Caxton -	On demand -	Private Bankers or Private Individuals -	7 18 6
Chatham -	From on demand to 14 days' sight -	ditto -	186 - -
Cheddar -	From 7 days' to 8 months' sight -	ditto -	332 14 8
Cheltenham -	From 11 to 21 days' sight -	ditto -	7,670 - -
Chepstow -	At 21 days' sight -	ditto -	1,205 - -
Chertsey -	From on demand to 21 days' sight -	ditto -	909 7 4
Chester-le-Street -	From 14 to 21 days' sight -	ditto -	333 - -
Chesterfield -	At 21 days' sight -	ditto -	1,653 9 9
Chippenham -	At 7 days' sight -	ditto -	1,490 17 8
Chorley -	At 21 days' sight -	ditto -	100 - -
Chudleigh -	On demand -	ditto -	35 - -
Clitheroe -	From 3 to 21 days' sight -	ditto -	212 - -
Cobham -	On demand -	ditto -	30 13 2
Cockermouth -	From on demand to 6 months -	ditto -	704 - 3
Colchester -	From on demand to 21 days' sight -	ditto -	3,717 17 5
Coleford -	From 14 to 21 days' sight -	ditto -	360 13 11
Collumpton -	From on demand to 21 days' sight -	One Bank Post Bill of £. 10. 10 s. ; the rest through Private Bankers or Private Individuals.	91 4 11
Colne -	From 14 to 21 days' sight -	Private Bankers or Private Individuals -	445 - -
Congleton -	On demand -	ditto -	75 8 -
Conway -	From on demand to 14 days' sight -	One Bank Post Bill of £. 20 ; the rest through Private Bankers or Private Individuals.	67 15 2
Coswen -	From on demand and at sight to 6 days' sight -	Private Bankers or Private Individuals -	84 4 6
Coventry -	At 21 days' sight -	ditto -	3,973 11 5
Cowbridge -	From 3 to 21 days' sight -	ditto -	451 12 6
Cranbrook -	From 14 days' to 3 months' sight -	ditto -	161 19 -
Crediton -	At 21 days' sight -	ditto -	785 - -
Crewkerne -	At 11 days' sight -	ditto -	525 - -
Crickhowell -	At 21 days' sight -	ditto -	160 - -
Cross -	ditto -	ditto -	1,094 19 4
Croydon -	On demand -	ditto -	137 - -
Cuckfield -	ditto -	ditto -	33 12 7
Darlington -	From on demand to 40 days' sight -	ditto -	1,154 1 7
Dartford -	On demand -	ditto -	98 12 10
Dartmouth -	At 14 days' sight -	ditto -	893 18 5
Dawlish -	From on demand to 14 days' sight -	One Bank Post Bill of £. 10 ; the rest through Private Bankers or Private Individuals.	207 10 -
Deal -	At 7 days' sight -	Private Bankers or Private Individuals -	10 - -
Denbigh -	At 21 days' sight -	ditto -	448 - -
Derby -	From 60 days' to 6 months' sight -	ditto -	4,609 4 4
Devizes -	From 20 to 21 days' sight -	ditto -	1,620 12 -
Devonport -	At 21 days' sight -	ditto -	3,637 11 5
Dewsbury -	ditto -	ditto -	1,233 18 -
Doncaster -	ditto -	ditto -	2,478 - -
Dorchester -	ditto -	ditto -	1,500 - -
Dorking -	On demand -	ditto -	872 - -
Dover -	From on demand to 21 days' sight -	ditto -	3,546 15 11
Downham -	At 21 days' sight -	ditto -	360 - -
Driffield -	ditto -	One Bank Post Bill of £. 10 ; the rest through Private Bankers or Private Individuals.	699 12 3
Droitwich -	ditto -	ditto -	60 - -

- - - - - the Revenue of the Post Office is remitted to London—continued.

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Dudley - - -	From 21 days' to 15 months' sight -	Private Bankers or Private Individuals -	2,769 18 11
Durham - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	2,854 9 1
East Grinstead - - -	- - From on demand and at sight to 21 days' sight.	- - - ditto - - - - -	75 14 -
Edinburgh - - -	From 20 to 21 days' sight - - -	- - - ditto - - - - -	132,864 19 -
Ellesmere - - -	From at sight to 21 days' sight -	- - - ditto - - - - -	106 8 -
Ely - - - - -	On demand - - - - -	- - - ditto - - - - -	9 7 -
Epping - - - -	- - ditto - - - - -	- - - ditto - - - - -	225 18 6
Evesham - - -	From 7 to 14 days' sight - - -	- - - ditto - - - - -	448 3 9
Exeter - - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	7,153 - 11
Exmouth - - -	From on demand to 10 days' sight -	- - Four Bank Post Bills of £. 57. 1s. 8d., £. 45. 12s. 11d., £. 30 and £. 50; the rest through Private Bankers or Private Individuals.	347 14 7
Falmouth - - -	From on demand to 21 days' sight -	Private Bankers or Private Individuals -	2,697 2 11
Fareham - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	1,190 - -
Farnham - - -	From on demand to 3 months' sight -	- - - ditto - - - - -	346 3 6
Farringdon - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	660 - -
Ferrybridge - - -	From 14 days' to 2 months' sight -	- - - ditto - - - - -	407 19 9
Feverham - - -	At 1 month's sight - - - - -	- - - ditto - - - - -	820 - -
Folkestone - - -	On demand - - - - -	- - - ditto - - - - -	20 19 6
Frome - - - -	At sight - - - - -	- - - ditto - - - - -	33 - -
Gainsborough - - -	From 2 to 4 months' sight - - -	- - - ditto - - - - -	1,586 5 9
Garstang - - -	At 14 days' sight - - - - -	- - - ditto - - - - -	7 - -
Gateshead - - -	From at sight to 21 days' sight -	- - - ditto - - - - -	257 17 8
Glastonbury - - -	- - - ditto - - - - -	- - - ditto - - - - -	345 11 1
Godalming - - -	From 14 to 21 days' sight - - -	- - - ditto - - - - -	495 4 6
Godstone - - -	On demand - - - - -	- - - ditto - - - - -	507 5 2
Gosport - - - -	From on demand to 21 days' sight -	- - - ditto - - - - -	325 - -
Grantham - - -	- - From on demand and at sight to 6 months' sight.	- - - ditto - - - - -	982 1 1
Gravesend - - -	On demand - - - - -	- - - ditto - - - - -	37 7 -
Great Malvern - - -	From on demand to 21 days' sight -	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	95 3 6
Grimsby - - - -	At 21 days' sight - - - - -	Private Bankers or Private Individuals -	230 - -
Guernsey - - -	From on demand to 60 days' sight -	- - - ditto - - - - -	2,652 14 3
Guisborough - - -	From at sight to 21 days' - - -	- - - ditto - - - - -	74 4 1
Hadleigh - - -	On demand - - - - -	- - - ditto - - - - -	8 8 3
Halifax - - - -	From 21 days' to 6 months' sight -	- - - ditto - - - - -	6,872 16 8
Harlow - - - -	On demand - - - - -	- - - ditto - - - - -	229 7 9
Harrogate - - -	From on demand to 21 days' sight -	- - - ditto - - - - -	820 14 4
Hartford Bridge - - -	On demand - - - - -	- - - ditto - - - - -	62 14 4
Hastings - - - -	From on demand to 2 months' sight -	- - - ditto - - - - -	1,777 - -
Hatfield - - - -	On demand - - - - -	- - - ditto - - - - -	30 - -
Havant - - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	15 - -
Haverfordwest - - -	- - From on demand and at sight to 2 months' sight.	- - - ditto - - - - -	766 7 1
Hawes - - - -	From on demand to 21 days' sight -	- - - ditto - - - - -	110 4 3
Haydon Bridge - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	146 16 4
Hayle - - - -	- - ditto - - - - -	- - - ditto - - - - -	548 17 11
Helston - - - -	From 2 days' to 4 months' sight -	- - - ditto - - - - -	431 16 7
Henley - - - -	On demand - - - - -	- - - ditto - - - - -	12 18 3
Hereford - - -	- - From on demand and at sight to 6 months' sight.	- - - ditto - - - - -	2,680 19 9
Hertford - - -	On demand - - - - -	- - - ditto - - - - -	98 15 5
Hexham - - - -	From 7 to 21 days' sight - - -	- - - ditto - - - - -	600 - -
Heytesbury - - -	At sight - - - - -	- - - ditto - - - - -	2 10 -
High Wycombe - - -	On demand - - - - -	- - - ditto - - - - -	10 6 -
Highworth - - -	- ditto - - - - -	- - - ditto - - - - -	10 4 6
Hinckley - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	600 - -
Hindon - - - -	From 7 to 14 days' sight - - -	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	61 9 9
Hitchin - - - -	At 14 days' sight - - - - -	Private Bankers or Private Individuals -	630 15 4
Hoddesdon - - -	On demand - - - - -	- - - ditto - - - - -	34 3 -
Holbeach - - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	287 8 1
Holyhead - - -	From on demand to 7 days' sight -	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	23 12 4
Holywell - - - -	At 7 days' sight - - - - -	Private Bankers or Private Individuals -	45 15 -
Honiton - - - -	From 20 to 21 days' sight - - -	- - - ditto - - - - -	1,134 1 1
Horncastle - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	781 2 5
Hornsea - - - -	On demand - - - - -	- - - ditto - - - - -	8 15 -
Hounslow - - -	- ditto - - - - -	- - - ditto - - - - -	268 3 6
Howden - - - -	At 21 days' sight - - - - -	- - - ditto - - - - -	45 10 -
Huddersfield - - -	From 7 days' to 4 months' sight -	- - - ditto - - - - -	6,482 4 -
Hull - - - - -	From on demand to 6 months' sight -	- - - ditto - - - - -	14,622 14 1
Huntingdon - - -	From on demand to 4 months' sight -	- - One Bank Post Bill of £. 15; the rest through Private Bankers or Private Individuals.	986 5 8
Hythe - - - -	From on demand to 21 days' sight -	Private Bankers or Private Individuals -	405 - -
Ilfracombe - - -	From 7 to 21 days' sight - - -	- - - ditto - - - - -	558 4 10
Ilminster - - -	At 11 days' sight - - - - -	- - - ditto - - - - -	170 2 2

Abstract of Return of the Cities and Towns in England and Wales from which

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Ingatestone	On demand	Private Bankers or Private Individuals	11 - -
Ipswich	From 20 to 21 days' sight	ditto	4,230 - -
Ironbridge	At 21 days' sight	ditto	1,049 4 8
Isle of Man	From 3 to 21 days' sight	ditto	2,018 16 3
Jersey	From 3 to 30 days' sight	ditto	3,180 - -
Kelvedon	On demand	ditto	5 12 6
Kewick	From 7 to 21 days' sight	One Bank Post Bill of £. 20; the rest through Private Bankers or Private Individuals.	64 7 4
Kidderminster	From on demand to 7 days' sight	£. 10 through Branch Bank of England; the rest through Private Bankers or Private Individuals.	60 - -
Kingsbridge	From 14 to 21 days' sight	Private Bankers or Private Individuals	375 - -
Kingston	On demand	ditto	174 10 1
Kirby Lonsdale	From on demand and at sight to 9 months' sight.	ditto	245 6 -
Knarsborough	From 21 days' to 3 months' sight	ditto	668 18 8
Knutsford	On demand	ditto	4 - -
Lampeter	From on demand to 10 days' sight	ditto	80 14 6
Lancaster	From on demand to 4 months' sight	ditto	2,803 8 5
Lanncoston	From on demand and at sight to 21 days' sight.	ditto	1,289 6 5
Leamington	At 21 days' sight	ditto	5,744 11 7
Ledbury	At 7 days' sight	Two Bank Post Bills of £. 10; the rest through Private Bankers or Private Individuals.	20 - -
Leeds	From on demand to 5 months' sight	Private Bankers or Private Individuals	20,507 14 10
Leek	At 21 days' sight	ditto	755 13 9
Lewes	From 6 weeks' to 8 months' sight	ditto	1,720 14 10
Lincoln	From 21 days' to 3 months' sight	ditto	2,401 14 7
Linton	On demand	ditto	14 7 8
Liakard	From on demand to 3 months' sight	One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	719 2 7
Liverpool	From at sight to 6 months' sight	Private Bankers or Private Individuals	76,627 8 1
Llandoverly	From on demand to 21 days' sight	ditto	54 9 5
Llanelly	ditto	ditto	325 13 9
Llangollen	At 7 days' sight	One Bank Post Bill of £. 10	10 - -
Lostwithiel	From on demand to 30 days' sight	Two Bank Post Bills of £. 32. 6 s. 6 d. and £. 20; the rest through Private Bankers or Private Individuals.	257 - 7
Loughborough	From on demand and at sight to 3 months' sight.	Private Bankers or Private Individuals	386 7 9
Louth	From 21 days' to 2 months' sight	ditto	1,390 - -
Ludlow	From on demand to 6 months' sight	ditto	1,099 - 3
Luton	From on demand to 21 days' sight	ditto	598 5 1
Lutterworth	At 21 days' sight	ditto	517 12 6
Lyme	ditto	ditto	30 - -
Lymington	From on demand and at sight to 7 days' sight.	Two Bank Post Bills of £. 20, one of £. 50; the rest through Private Bankers or Private Individuals.	159 10 -
Lyndhurst	From on demand to 3 days' sight	Private Bankers or Private Individuals	28 17 -
Macclesfield	From on demand and at sight to 6 months' sight.	ditto	1,710 18 7
Maidenhead	From on demand to 3 months' sight	One Bank Post Bill of £. 3; the rest through Private Bankers or Private Individuals.	203 11 -
Maidstone	From 14 to 21 days' sight	Private Bankers or Private Individuals	3,665 15 2
Malton	At 21 days' sight	ditto	905 4 4
Manchester	From 1 to 6 months' sight	ditto	61,194 10 8
Manningtree	From on demand to 21 days' sight	ditto	259 3 -
Mansfield	ditto	ditto	768 3 3
Margate	From 1 to 24 months' sight	ditto	1,018 2 11
Market Drayton	From 21 days' to 2 months' sight	ditto	281 19 2
Market Weighton	At 21 days' sight	ditto	20 - -
Marlow	From on demand to 2 months' sight	ditto	98 9 9
Matlock Bath	At 21 days' sight	ditto	14 14 -
Melton Mowbray	ditto	ditto	524 7 7
Merthyr Tydvil	From on demand and at sight to 14 days' sight.	ditto	1,757 7 7
Milford	From on demand to 18 days' sight	ditto	124 17 8
Monmouth	At 21 days' sight	ditto	1,298 3 2
Moreton-in-the-Marsh	From on demand to 21 days' sight	ditto	283 6 11
Morpeth	At 21 days' sight	ditto	1,413 16 6
Nantwich	From on demand to 3 months' sight	ditto	743 16 9
Narbadh	From on demand to 14 days' sight	ditto	84 18 2
Neath	From 21 to 60 days' sight	ditto	73 17 1
Nettlebed	On demand	ditto	2 6 10
Newark	From 7 days' to 3 months' sight	One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	1,232 8 11

the Revenue of the Post Office is remitted to London—continued.

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Newbury - - -	- - From on demand and at sight to 7 days' sight.	- - Three Bank Post Bills of £. 50, two of £. 10, three of £. 100, £. 60 and £. 12. 3s. 7d.; the rest through Private Bankers or Private Individuals.	480 16 -
Newcastle-under-Lyne -	From on demand to 4 months' sight -	- - £. 99. 10s. 2d. through Branch Bank of England; two Bank Post Bills of £. 52. 6s. 1d. and £. 72. 1s. 8d.; the rest through Private Bankers or Private Individuals.	3,012 13 7
Newcastle-upon-Tyne -	At 21 days' sight - - - -	Private Bankers or Private Individuals -	17,025 13 5
Newport - - -	At 3 months' sight - - - -	- - - ditto - - - -	38 10 -
Newport (Monmouth) -	At 21 days' sight - - - -	- - - ditto - - - -	4,167 8 7
Newport Pagnell - - -	From 7 days' to 10 months' sight -	- - - ditto - - - -	337 7 4
Newton Abbott - - -	From on demand to 21 days' -	- - - ditto - - - -	666 8 7
Newtown - - -	On demand - - - -	- - - ditto - - - -	3 - -
Northallerton - - -	At 21 days' sight - - - -	- - - ditto - - - -	679 3 8
Northampton - - -	On demand - - - -	- - - ditto - - - -	2,700 - -
Northwich - - -	From 21 days' to 4 months' sight -	- - - ditto - - - -	912 18 10
Norwich - - -	At 7 days' sight - - - -	- - One Bank Post Bill of £. 20; the rest through the Branch Bank of England.	7,811 12 8
Nottingham - - -	- - From on demand and at usance to 4 months' sight.	Private Bankers or Private Individuals -	7,756 12 -
Okehampton - - -	On demand - - - -	- - - ditto - - - -	6 - -
Ollerton - - -	From on demand to 7 days' sight -	- - - ditto - - - -	19 13 5
Ongar - - -	At 21 days' sight - - - -	- - - ditto - - - -	120 - -
Ormskirk - - -	From on demand to 21 days' sight -	- - £. 17. 9s. 2d. through Branch Bank of England; the rest through Private Bankers or Private Individuals.	102 16 7
Oswestry - - -	At 7 days' sight - - - -	One Bank Post Bill of £. 11. 11s. -	11 11 -
Oxford - - -	On demand - - - -	Private Bankers or Private Individuals -	18 17 5
Pembroke - - -	From at sight to 21 days' sight -	- - - ditto - - - -	780 4 6
Penryn - - -	At 7 days' sight - - - -	One Bank Post Bill of £. 20 -	20 - -
Pensance - - -	- - From on demand and at sight to 3 months' sight.	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	1,752 17 8
Peterborough - - -	From 21 days' to 6 months' sight -	Private Bankers or Private Individuals -	1,281 - 2
Petworth - - -	From on demand to 7 days' sight -	- - One Bank Post Bill of £. 50; the rest through Private Bankers or Private Individuals.	261 8 6
Pewsey - - -	At sight - - - -	Private Bankers or Private Individuals -	3 - -
Pickering - - -	From 14 to 21 days' sight - - -	- - - ditto - - - -	239 19 10
Plymouth - - -	At 21 days' sight - - - -	- - - ditto - - - -	6,861 15 -
Plympton - - -	On demand - - - -	- - - ditto - - - -	4 11 8
Pontefract - - -	From at sight to 6 months' sight -	- - - ditto - - - -	1,178 3 9
Poole - - -	From 7 days' to 4 months' sight -	- - One Bank Post Bill of £. 20; the rest through Private Bankers or Private Individuals.	535 - -
Portsmouth - - -	From at sight to 6 months' sight -	Private Bankers or Private Individuals -	4,376 6 11
Prescot - - -	From 20 days' to 1 month's sight -	- - - ditto - - - -	260 - -
Preston - - -	From 20 to 21 days' sight - - -	- - - ditto - - - -	4,725 - -
Ramsgate - - -	From on demand to 6 months' sight -	- - £. 30 through Branch Bank of England, two Bank Post Bills of £. 20, five of £. 10, two of £. 15, and six of £. 50; £. 48. 7s. 6d., £. 33, £. 30, £. 16, and £. 13. 2s. 6d.; the rest through Private Bankers or Private Individuals.	2,065 2 4
Redruth - - -	At 21 days' sight - - - -	Private Bankers or Private Individuals -	695 17 11
Reigate - - -	From 15 to 21 days' sight - - -	- - - ditto - - - -	754 7 8
Retford - - -	- - From on demand and at sight to 3 months' sight.	- - - ditto - - - -	482 15 8
Richmond - - -	From 2 to 4 months' sight - - -	- - - ditto - - - -	1,001 13 3
Rickmansworth - - -	At 21 days' sight - - - -	- - - ditto - - - -	360 - -
Ripon - - -	From 21 days' to 3 months' sight -	- - - ditto - - - -	1,189 18 1
Rochdale - - -	- - From on demand and at sight to 8 months' sight.	- - - ditto - - - -	3,349 11 -
Rochford - - -	From on demand to 35 days' sight -	- - - ditto - - - -	365 14 6
Romford - - -	On demand - - - -	- - - ditto - - - -	720 16 4
Romney, New - - -	- - ditto - - - -	- - - ditto - - - -	4 16 -
Romsey - - -	On demand and at sight - - -	- - - ditto - - - -	183 15 -
Rotherham - - -	From 7 days' to 4 months' sight -	- - Two Bank Post Bills of £. 50 and £. 10; the rest through Private Bankers or Private Individuals.	1,323 - 11
Rugby - - -	On demand and at sight - - -	Private Bankers or Private Individuals -	18 10 8
Rugeley - - -	At 21 days' sight - - - -	- - - ditto - - - -	780 - -
Rushyford - - -	- - ditto - - - -	- - - ditto - - - -	674 7 -
Ruthin - - -	- - ditto - - - -	- - - ditto - - - -	35 - -
Ryde - - -	- - ditto - - - -	- - - ditto - - - -	1,879 12 9
Rye - - -	From 7 days' to 4 months' sight -	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	768 15 4
Safron Walden - - -	From on demand to 60 days' sight -	Private Bankers or Private Individuals -	22 9 5
St. Alban's - - -	From on demand to 2 months' sight -	- - - ditto - - - -	1,141 9 7

Abstract of Return of the Cities and Towns in *England and Wales* from which

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNTS from each City or Town.
			£. s. d.
St. Austell - - -	At 21 days' sight - - -	Private Bankers or Private Individuals -	1,074 - -
St. Columb - - -	From 10 to 21 days' sight - - -	- - - ditto - - -	170 1 1
St. Leonard's - - -	From 7 to 21 days' sight - - -	- - - Two Bank Post Bills of £. 30 and £. 20; the rest through Private Bankers or Private Individuals.	654 8 8
Salisbury - - -	From 7 days' to 14 months' sight -	Private Bankers or Private Individuals -	2,777 10 1
Sandwich - - -	From 3 to 30 days' sight - - -	- - - ditto - - -	101 14 2
Saxmundham - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	1,036 16 10
Scarborough - - -	- - From on demand and at sight to 6 months' sight.	- - - ditto - - -	1,598 - 6
Selby - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	721 17 1
Settle - - -	From 10 days' to 4 months' sight -	- - - ditto - - -	351 - 6
Sevenoaks - - -	From on demand to 3 months' sight -	- - - ditto - - -	1,655 7 4
Sheerness - - -	From on demand to 2 months' sight -	- - - One Bank Post Bill of £. 20; the rest through Private Bankers or Private Individuals.	434 15 1
Sheffield - - -	From on demand to 7 months' sight -	- - - One Bank Post Bill of £. 44. 9s. 9d.; the rest through Private Bankers or Private Individuals.	11,891 11 11
Shepton - - -	At 14 days' sight - - -	Private Bankers or Private Individuals -	315 - -
Shepton Mallet - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	595 17 -
Sherborne - - -	From 7 days' to 4 months' sight -	- - - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	907 18 6
Shields (North) - - -	From 21 days' to 4 months' sight -	Private Bankers or Private Individuals -	2,051 7 7
Shields (South) - - -	At 21 days' sight - - -	- - - ditto - - -	1,955 - -
Shiffhall - - -	At 14 days' sight - - -	- - - ditto - - -	775 17 3
Shrewsbury - - -	At 21 days' sight - - -	- - - ditto - - -	4,532 12 4
Sidmouth - - -	From on demand to 21 days' sight -	- - - £. 69. 15s. through Branch Bank of England; one Bank Post Bill of £. 50; the rest through Private Bankers or Private Individuals.	439 5 6
Sittingbourne - - -	From on demand to 3 months' sight -	Private Bankers or Private Individuals -	188 19 11
Skipton - - -	At 21 days' sight - - -	- - - ditto - - -	90 9 -
Solihull - - -	- - ditto - - -	- - - ditto - - -	45 17 -
Somerton - - -	At 14 days' sight - - -	- - - ditto - - -	605 7 5
Southall - - -	On demand - - -	- - - ditto - - -	20 - -
Southampton - - -	From 7 days' to 1 month's sight -	- - - One Bank Post Bill of £. 20; the rest through Private Bankers or Private Individuals.	6,864 11 5
South Molton - - -	From 14 to 21 days' sight - - -	Private Bankers or Private Individuals -	266 11 5
South Petherton - - -	At 11 days' sight - - -	- - - ditto - - -	248 - -
Spalding - - -	At 21 days' sight - - -	- - - ditto - - -	1,071 13 5
Stafford - - -	From on demand to 4 months' sight -	- - - ditto - - -	1,022 8 4
Stamford - - -	At 21 days' sight - - -	- - - ditto - - -	1,968 11 7
Stanmore - - -	On demand - - -	- - - ditto - - -	5 - -
Stockport - - -	From 21 days' to 4 months' sight -	- - - ditto - - -	2,046 12 4
Stockton - - -	From on demand to 4 months' sight -	- - - ditto - - -	1,048 15 5
Stokesley - - -	At 21 days' sight - - -	- - - ditto - - -	398 - -
Stoney Stratford - - -	On demand - - -	- - - ditto - - -	5 11 -
Stourbridge - - -	From on demand to 6 months' sight -	- - - ditto - - -	2,399 10 5
Stourport - - -	From on demand to 3 months' sight -	- - - ditto - - -	331 17 7
Stroud - - -	From on demand to 3 months' sight -	- - - ditto - - -	450 - 6
Sudbury - - -	At 14 days' sight - - -	- - - ditto - - -	820 14 5
Sunderland - - -	From 21 days' to 8 months' sight -	- - - ditto - - -	6,170 10 10
Swansea - - -	From on demand to 4 months' sight -	- - - ditto - - -	3,690 5 3
Swindon - - -	From on demand to 21 days' sight -	- - - ditto - - -	578 3 7
Tadcaster - - -	From on demand to 21 days' sight -	- - - ditto - - -	290 - 4
Tamworth - - -	- - From on demand and at sight to 14 days' sight.	- - - ditto - - -	750 - -
Taunton - - -	At 21 days' sight - - -	- - - ditto - - -	3,771 7 2
Tavistock - - -	At 14 days' sight - - -	- - - ditto - - -	811 10 6
Teignmouth - - -	At 7 days' sight - - -	- - - ditto - - -	1,152 11 -
Tenby - - -	From on demand to 7 days' sight -	- - - ditto - - -	485 14 9
Tenterden - - -	From 10 to 21 days' sight - - -	- - - ditto - - -	185 - -
Tetbury - - -	On demand - - -	- - - ditto - - -	10 4 7
Tetworth - - -	- ditto - - -	- - - ditto - - -	3 11 1
Tewkesbury - - -	At 21 days' sight - - -	- - - ditto - - -	877 13 8
Thetford - - -	From 10 to 21 days' sight - - -	- - - ditto - - -	1,061 7 6
Thirak - - -	From 21 days' to 4 months' sight -	- - - ditto - - -	664 1 10
Thorne - - -	At 21 days' sight - - -	- - - ditto - - -	451 1 11
Thrapstone - - -	From 10 to 21 days' sight - - -	- - - ditto - - -	331 3 11
Tipton - - -	At 7 days' sight - - -	- - - ditto - - -	52 4 10
Tiverton - - -	From 20 to 21 days' sight - - -	- - - ditto - - -	780 19 8
Topsham - - -	At 7 days' sight - - -	- - - One Bank Post Bill of £. 10; the rest through Branch Bank of England.	40 - -
Torquay - - -	From on demand to 21 days' sight -	Private Bankers or Private Individuals -	1,985 7 7
Torrington - - -	- - ditto - - -	- - - ditto - - -	371 13 2
Totnes - - -	At 21 days' sight - - -	- - - ditto - - -	905 - -
Trowbridge - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	831 - 8
Truro - - -	At 21 days' sight - - -	- - - ditto - - -	3,142 3 2
Tunbridge Wells - - -	- - From on demand and at sight to 21 days' sight.	- - - Six Bank Post Bills of £. 25, one of £. 10; the rest through Private Bankers or Private Individuals.	892 7 5

the Revenue of the Post Office is remitted to *London*—continued.

CITY OR TOWN.	DATE OF BILLS.	Whether remitted through Branch Banks of England; by Bank Post Bills; through Private Bankers, or Private Individuals.	TOTAL AMOUNT from each City or Town.
			£. s. d.
Ulverstone - - -	At 21 days' sight - - -	Private Bankers or Private Individuals -	1,017 6 8
Uppingham - - -	From 21 days' to 1 month's sight -	- - - ditto - - -	447 - -
Uak - - -	At 7 days' sight - - -	- - - ditto - - -	427 4 3
Uttoxeter - - -	At 21 days' sight - - -	- - - ditto - - -	402 1 7
Wakefield - - -	From 2 to 4 months' sight - - -	- - - ditto - - -	4,421 5 4
Walsall - - -	From 21 days' to 2 months' sight -	- - - ditto - - -	2,289 8 2
Waltham Cross - -	On demand - - -	- - - ditto - - -	565 7 4
Wangford - - -	From on demand to 21 days' sight -	- - - ditto - - -	405 1 5
Ware - - -	- - - ditto - - -	- - - ditto - - -	698 15 1
Wareham - - -	From at sight to 2 months' sight -	- - - ditto - - -	665 2 3
Warminster - - -	From 7 days' to 2 months' sight -	- - £. 12. 16 s. 6 d. through Branch Bank of England; two Bank Post Bills of £. 37. 11 s. 3 d., and £. 50; the rest through Private Bankers or Private Individuals.	624 18 9
Warrington - - -	From on demand to 4 months' sight -	- - £. 23. 0 s. 10 d. through Branch Bank of England; the rest through Private Bankers or Private Individuals.	1,521 16 1
Warwick - - -	From 14 to 21 days' sight - - -	Private Bankers or Private Individuals -	1,504 6 10
Watford - - -	On demand - - -	- - - ditto - - -	541 11 1
Wednesbury - - -	From 14 days' to 4 months' sight -	- - - ditto - - -	644 13 3
Wellington (Somerset) -	From at sight to 14 days' sight -	- - - ditto - - -	118 - -
Wellington (Salop) -	At 21 days' sight - - -	- - - ditto - - -	755 17 1
Wells - - -	From on demand to 21 days' sight -	- - - ditto - - -	701 9 4
Welwyn - - -	- - From on demand and at sight to 7 days' sight.	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	152 18 9
West Bromwich - -	From 7 to 21 days' sight - - -	Private Bankers or Private Individuals -	1,249 - -
Westbury - - -	From on demand to 7 days' sight -	- - One Bank Post Bill of £. 20; the rest through Private Bankers or Private Individuals.	33 5 -
Wetherby - - -	From 14 days to 3 months' sight -	Private Bankers or Private Individuals -	394 17 7
Weymouth - - -	From on demand to 21 days' sight -	- - - ditto - - -	2,270 13 8
Whitby - - -	At 21 days' sight - - -	- - - ditto - - -	1,170 - -
Whitechurch (Hants) -	- - ditto - - -	- - - ditto - - -	56 11 4
Whitechurch (Salop) -	From 14 to 21 days' sight - - -	- - - ditto - - -	600 - -
Whitehaven - - -	At 21 days' sight - - -	- - - ditto - - -	1,555 18 3
Wigan - - -	From 21 days' to 4 months' sight -	- - - ditto - - -	1,355 14 10
Wigton - - -	At 21 days' sight - - -	- - - ditto - - -	611 14 4
Wimborne - - -	From 14 to 21 days' sight - - -	- - - ditto - - -	759 2 8
Wincanton - - -	From 21 days' to 6 months' sight -	- - - ditto - - -	845 8 -
Winchester - - -	From on demand to 3 months' sight -	- - - ditto - - -	2,145 11 8
Windsor - - -	At sight - - -	- - - ditto - - -	100 - -
Winslow - - -	On demand - - -	- - - ditto - - -	9 2 2
Wisbeach - - -	At 21 days' sight - - -	- - - ditto - - -	2,269 - -
Witney - - -	- - ditto - - -	- - - ditto - - -	800 - -
Wiveliscombe - -	At 7 days' sight - - -	- - Three Bank Post Bills of £. 10; the rest through Branch Bank of England.	55 - -
Wolverhampton - -	From on demand to 12 months' sight -	Private Bankers or Private Individuals -	5,210 12 4
Woodbridge - - -	From on demand to 21 days' sight -	- - - ditto - - -	1,841 4 7
Woodstock - - -	On demand - - -	- - - ditto - - -	73 16 8
Woodyates - - -	- - ditto - - -	- - - ditto - - -	9 2 2
Wootton-under-Edge -	From 21 days' to 1 month's sight -	- - - ditto - - -	360 3 2
Worcester - - -	At 21 days' sight - - -	- - - ditto - - -	5,371 8 1
Workington - - -	From 7 to 21 days' sight - - -	- - One Bank Post Bill of £. 10; the rest through Private Bankers or Private Individuals.	70 - -
Worksop - - -	From on demand to 3 months' sight -	Private Bankers or Private Individuals -	562 12 3
Worksworth - - -	On demand - - -	- - - ditto - - -	3 - -
Worthing - - -	From 7 to 21 days' sight - - -	- - Three Bank Post Bills of £. 50, two of £. 10, one of £. 104. 9 s. 6 d.; the rest through Private Bankers or Private Individuals.	354 9 6
Wrexham - - -	From on demand to 7 days' sight -	- - Two Bank Post Bills of £. 100; the rest through Private Bankers or Private Individuals.	225 - -
Yarm - - -	At 21 days' sight - - -	Private Bankers or Private Individuals -	20 - -
York - - -	- - From on demand and at sight to 6 months' sight.	- - £. 47 through Branch Bank of England; the rest through Private Bankers or Private Individuals.	5,407 11 6

POST OFFICE REVENUE.

ABSTRACT of RETURN of the Carries and Towns in
England and Wales from which the REVENUE of the
Post Office is remitted to London; showing the Amount
remitted from each Town for the Year ending 5th January
1840.

(*Mr. Pattison.*)

*Ordered, by The House of Commons, to be Printed,
7 June 1841.*

377.

Under 1 oz.

MAIL COACHES, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 13 May 1841;—for,

A RETURN showing the NAMES of the MAIL or other COACHES carrying
LETTERS in *England* and *Wales*, for the Five Years ending the 1st day of
March 1841 ; showing the Number of HORSES by which drawn ; the Number
of OUTSIDE PASSENGERS, and the PRICE paid per DOUBLE MILE to the
Horsing Contractors, in each Year respectively.

General Post Office, }
2 June 1841. }

W. L. MABERLY,
Secretary.

(*Mr. Barneby.*)

Ordered, by The House of Commons, to be Printed,
7 June 1841.

RETURN showing the NAMES of the MAIL or other COACHES carrying LETTERS in *England* and *Wales*, for the
PASSENGERS, and the PRICE paid per Double Mile

MAIL COACHES. - - - - -

MAIL COACHES: Names of Places between which Letters were conveyed by each.	1837:			1838:		
	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
Ashby and Burton - - - -	2	4	d. 4	2	4	d. 4
Bangor and Pwllheli - - - -	2	4	3	2	4	3
Barnstaple and Ilfracombe - - - -	2	4	4	2	4	4
Basingstoke and Devonport - - - -	-	-	-	-	-	-
Ditto - and Exeter - - - -	-	-	-	-	-	-
Ditto - Yeovil and Exeter - - - -	-	-	-	-	-	-
Bath and Birmingham - - - -	-	-	-	-	-	-
Ditto and Bridgewater - - - -	-	-	-	-	-	-
Ditto and Cheltenham - - - -	2	4	5	2	4	5
Ditto and Devizes - - - -	-	-	-	2	4	5
Ditto and Devonport - - - -	4	4	-	4	4	-
Ditto and Gloucester - - - -	-	-	-	-	-	-
Begelly and Haverfordwest - - - -	-	-	-	-	-	-
Bewdley and Ludlow - - - -	-	-	-	-	-	-
Birmingham and Stourport - - - -	2	4	-	2	4	-
Ditto - and Holyhead - - - -	-	-	-	-	-	-
Ditto - and Leamington - - - -	2	4	-	2	4	4
Ditto - and Ludlow - - - -	-	-	-	-	-	-
Ditto - and Shrewsbury - - - -	2	4	3	2	4	3
Ditto - and Stratford - - - -	2	4	4	-	-	-
Ditto - and Walsall - - - -	2	4	70l. per ann.	-	-	-
Ditto - and Worcester - - - -	2	4	3	2	4	-
Ditto - and Yarmouth - - - -	4	6	4	4	6	5
Bridgewater and Minehead - - - -	-	-	-	-	-	-
Bridport and Taunton - - - -	2	4	4	2	4	6
Brighton and Gloucester - - - -	4	4	3	-	-	-
Bristol and Bideford - - - -	4	4	1	4	4	1
Ditto, Bitton and Bath - - - -	2	4	3	2	4	3
Ditto, Keynsham and Bath - - - -	2	4	-	-	-	-
Ditto and Birmingham - - - -	-	-	-	-	-	-
Ditto and Brighton - - - -	-	-	-	4	4	3
Ditto and Carmarthen - - - -	4	4	5	4	4	5
Ditto and Devonport - - - -	-	-	-	-	-	-
Ditto and Gloucester - - - -	-	-	-	-	-	-
Ditto and Hereford - - - -	-	-	-	-	-	-
Ditto and Portsmouth - - - -	2	4	5	2	4	4
Ditto and Shrewsbury - - - -	-	-	-	4	4	-
Ditto and Southampton - - - -	-	-	-	-	-	-
Bolton and Blackburn - - - -	2	4	5	2	4	5
Boston and New Holland - - - -	-	-	-	-	-	-
Cambridge and Holbeach - - - -	2	4	2	2	4	2
Canterbury and Deal - - - -	2	4	3	2	4	3
Carlisle and Whitehaven - - - -	-	-	-	-	-	-
Carmarthen and Pembroke - - - -	4	4	9	4	4	9
Ditto - and Cardigan - - - -	2	4	5	2	4	5
Carnarvon and Barmouth - - - -	2	4	3	2	4	3
Cheltenham and Aberystwith - - - -	-	-	-	4	5	3
Ditto - and Hereford - - - -	4	4	2	-	-	-
Chester and Hartford - - - -	-	-	-	2	4	2
Chipping Norton and Birmingham - - - -	-	-	-	-	-	-
Cold Blow and Haverfordwest - - - -	2	4	4	2	4	4
Cosham and Portsmouth - - - -	2	4	27 l. per ann.	-	-	-
Coventry and Stratford-on-Avon - - - -	-	-	-	-	-	-
Ditto - and Warwick - - - -	-	-	-	-	-	-
Darlington and Newcastle - - - -	-	-	-	-	-	-
Derby and Manchester - - - -	4	4	4	4	4	4
Devizes and Wells - - - -	2	4	4	2	4	5
Ditto and Salisbury - - - -	-	-	-	-	-	-
Devonport and Launceston - - - -	2	4	4	2	4	4
Doncaster and Leeds - - - -	-	-	-	-	-	-
Ditto - and Hull - - - -	-	-	-	2	4	4

Five Years ending 1 March 1841; showing the Number of HORSES by which drawn; the Number of OUTSIDE to the HORSEING CONTRACTORS in each Year respectively.

MAIL COACHES.

1839:			1840:			1841:		
Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
2	4	d.	2	4	d.			d.
2	4	4	2	4	4	2	4	140l. per ann.
2	4	140l. per ann.	2	4	140l. per ann.	2	4	4
-	-	4	4	3	4	4	4	1/
-	-	-	4	4	3	4	8	5
-	-	-	4	8	1	4	8	3
-	-	-	4	8	{ 1½d. paid to Postmaster-general.			
-	-	-	-	-	-	2	8	8
2	4	5	2	4	5	2	4	5
4	4	-	4	4	-			
-	-	-	-	-	-	4	8	{ 1½d. paid to Postmaster-general.
-	-	-	2	4	6	2	4	6
-	-	-	2	4	6			
2	4	-	2	4	3	4	8	7
4	4	3	4	8	6	2	5	3½
-	-	-	-	-	-			
2	4	-	2	4	6			
4	6	5	4	6	5	4	6	5
-	-	-	-	-	-	2	8	3
2	4	6	2	4	6	2	4	6
4	4	1						
2	4	3	2	4	4½	2	4	4½
4	4	2	4	4	2	4	4	2
4	4	5	4	5	8	4	5	8
-	-	-	-	-	-	4	8	2
-	-	-	-	-	-	4	4	2
4	5	1	4	5	3	4	5	6
2	5	4	2	5	4	2	5	4
4	5	3						
2	4	5						
4	8	165l. per ann.	4	8	165l. per ann.	4	9	115l. per ann.
2	4	2	2	4	2	2	4	2
2	4	3	2	4	3	2	4	3
-	-	-	2	8	6	2	8	6
4	4	9	4	4	9	4	4	9
2	4	5	2	4	5½	2	4	5½
2	4	3	2	4	3	2	4	3
4	5	3	4	8	5	4	8	5
2	4	175l. per ann.						
-	-	-	2	8	410l. per ann.	2	8	410l. per ann.
2	4	4						
2	5	120l. per ann.	2	5	120l. per ann.			
-	-	-	-	-	-	2	8	80l. per ann.
-	-	-	-	-	-	4	8	3
4	4	4	4	4	4	4	4	4
2	4	5						
2	8	5	2	8	5	2	8	5
2	4	6	2	4	6			
-	-	-	2	8	9	2	8	9
2	4	4	2	4	4	2	4	4

MAIL COACHES: Names of Places between which Letters were conveyed by each.	1837:			1838:		
	Number of Horses.	Number of Outside Passengers.	Terms of Agreement : Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement : Rate per Double Mile.
			<i>d.</i>			<i>d.</i>
Exeter and Barnstaple - - -	-	-	-	-	-	-
Ditto and Bideford - - -	-	-	-	-	-	-
Ditto and Bristol - - -	-	-	-	-	-	-
Ditto and Budleighsalterton - - -	2	4	3	2	4	3
Ditto and Dartmouth - - -	2	4	4	2	4	4
Ditto and Falmouth - - -	4	4	1	4	4	1
Ditto and Taunton - - -	-	-	-	2	8	2 $\frac{1}{2}$
Ditto and Totnes - - -	-	-	-	-	-	-
Falmouth and Devonport - - -	4	4	1	4	4	1
Ditto - and Penzance - - -	2	4	3	2	4	3
Farnborough and Portsmouth - - -	-	-	-	-	-	-
Ditto - and Southampton - - -	-	-	-	-	-	-
Farringdon and Stroud - - -	-	-	-	-	-	-
Gainsborough and Louth - - -	2	4	4	2	4	4
Glossop and Manchester - - -	2	4	4	2	4	4
Gloucester and Carmarthen - - -	4	4	2	4	4	2
Ditto - and Chepstow - - -	-	-	-	-	-	-
Grantham and Nottingham - - -	2	4	4	2	4	4
Grimsby and Louth - - -	2	4	4	2	4	6
Halifax and Leeds - - -	2	4	3	2	4	3
Hartford and Carnarvon - - -	-	-	-	-	-	-
Ditto - and Molyhead - - -	-	-	-	4	4	5
Hartley Row and Devonport - - -	-	-	-	-	-	-
Ditto - and Exeter - - -	-	-	-	-	-	-
Hay Lane and Bristol - - -	-	-	-	-	-	-
Hereford and Aberystwith - - -	4	4	3	-	-	-
Ditto - and Brecon - - -	-	-	-	-	-	-
Hull and Beverley - - -	-	-	-	-	-	-
Ditto and Hornsea - - -	-	-	-	-	-	-
Ditto and Scarborough - - -	-	-	-	-	-	-
Ditto and Patrington - - -	2	4	3	2	4	3
Kendal and Whitehaven - - -	-	-	-	-	-	-
Kingsbridge and Ashburton - - -	2	4	5	2	4	5
Ditto - and Totnes - - -	-	-	-	-	-	-
Lancaster and Carlisle (first) - - -	-	-	-	-	-	-
Ditto - and ditto (second) - - -	-	-	-	-	-	-
Ditto - and Clapham - - -	2	4	3	2	4	3
Ditto - and Liverpool - - -	2	4	3	2	4	3
Ditto - and Settle - - -	-	-	-	-	-	-
Ditto - and Ulverstone - - -	-	-	-	-	-	-
Launceston and Barnstaple - - -	-	-	-	-	-	-
Leeds and Carlisle - - -	-	-	-	-	-	-
Ditto and Darlington - - -	-	-	-	-	-	-
Ditto and Pontefract - - -	2	4	5	2	4	5
Leicester and Ashby - - -	2	4	3	2	4	3
Leominster and Presteign - - -	2	4	3	2	4	3
Liverpool and Birmingham - - -	4	4	1	-	-	-
Ditto - and Preston - - -	4	4	{ - $\frac{1}{2}$ d. paid to Postmaster- general - }	4	4	{ - $\frac{1}{2}$ d. paid to Postmaster- general - }
Ditto - and Southport - - -	-	-	-	-	-	-
Lymington and Southampton - - -	2	4	4	2	4	4
Lynn and Wells - - -	2	3	2 $\frac{1}{2}$	2	3	2 $\frac{1}{2}$
London and Bath - - -	4	3	2	4	3	2
Ditto and Birmingham - - -	4	3	370l. per ann.	4	3	370l. per ann.
Ditto and - ditto (Carlisle) - - -	-	-	-	4	3	3
Ditto and - ditto (day) - - -	-	-	-	4	5	1
Ditto and Bristol - - -	4	3	1 $\frac{1}{2}$	4	3	1
Ditto and Brighton - - -	2	4	1 $\frac{1}{2}$	2	4	1 $\frac{1}{2}$
Ditto and - ditto (day) - - -	-	-	-	-	-	-
Ditto and Carlisle - - -	4	3	2	4	3	2
Ditto and Derby - - -	-	-	-	4	4	2
Ditto and Devonport - - -	4	3	3	4	3	3
Ditto and Dover - - -	4	3	2	4	3	2
Ditto and - ditto (day) - - -	-	-	-	-	-	-
Ditto and - ditto (foreign) - - -	4	-	500l. per ann.	4	-	500l. per ann.

1839:			1840:			1841:		
Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
-	-	d.	2	8	-	2	8	d.
2	8	-	4	8	1	4	8	1
4	8	1	2	4	3	2	4	3
2	4	3	2	4	4	2	4	4
2	4	4	4	4	1	4	4	6
4	4	1	2	8	2½	2	8	2½
2	8	2½	2	8	-	2	8	3
-	-	-	4	4	1	4	4	6
4	4	1	2	4	3	-	-	-
2	4	3	4	8	3	2	4	4
-	8	3	-	8	-	2	4	5½
-	-	-	2	4	5½	2	4	4
2	4	5½	2	4	4	4	4	7
2	4	4	2	4	2	2	8	280l. per ann.
4	8	3	2	4	4	2	4	4
2	4	4	2	4	6	2	4	6
2	4	6	4	8	-	4	8	9
2	4	3	4	4	9	4	4	6
-	4	9	-	-	-	2	8	300l. per ann.
4	3	3	-	-	-	2	8	4
4	3	2	2	8	3	2	8	3
-	-	-	4	8	2	4	8	2
-	-	-	2	4	3	2	4	3
4	8	2	4	4	7	4	6	5
2	4	3	2	4	5	2	8	91l. per ann.
-	4	5	-	-	-	4	4	1
-	-	-	-	-	-	4	4	3
-	-	-	2	4	3	2	4	3
2	4	3	2	4	4½	2	4	4½
-	-	-	2	4	4½	2	4	{-- 273l. 5s.}
2	4	{-- 273l. 5s.}	2	4	{per annum}	2	4	{per annum.}
-	-	{per annum}	4	8	11	4	8	4
-	-	-	4	8	4	4	8	4
2	4	5	2	4	3	-	-	-
2	4	3	4	4	-	2	4	4
2	4	3	2	4	4	2	4	4
4	4	{- ½ d. paid to Postmaster-general}	4	4	{- ½ d. paid to Postmaster-general.}	-	-	-
2	4	4	2	4	4	4	8	1½
2	4	4	4	5	2	4	8	4
4	3	2	4	3	2	4	3	4
4	3	2	4	8	-	4	8	500l. per ann.
4	3	2	4	-	500l. per ann.	4	-	500l. per ann.
4	-	500l. per ann.	4	-	-	4	-	-

MAIL COACHES: Names of Places between which Letters were conveyed by each.	1837:			1838:		
	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
London and Edinburgh - - -	4	3	d. 1	4	3	d. 1
Ditto and Exeter - - -	4	3	2	4	3	2
Ditto and Yeovil and Exeter - - -	4	3	1	4	3	1
Ditto and Gloucester - - -	4	3	2	4	3	2
Ditto and Halifax - - -	4	3	- - -	4	3	- - -
Ditto and Holyhead - - -	4	3	1	4	3	1
Ditto and Leeds - - -	4	4	2	4	4	2
Ditto and Liverpool - - -	4	3	1	4	3	3
Ditto and Louth - - -	4	3	3	4	3	3
Ditto and Lynn - - -	4	3	2	4	3	2
Ditto and Manchester - - -	4	3	1	4	3	3
Ditto and Melton - - -	-	-	-	-	-	-
Ditto and New Holland - - -	4	3	2	4	3	2
Ditto and Norwich (vid Bury) - - -	4	4	5	4	4	5
Ditto and - ditto (vid Ipswich) - - -	4	3	4	4	3	4
Ditto and Portsmouth - - -	4	3	5	4	3	5
Ditto and St. Leonard's - - -	2	4	2 $\frac{1}{2}$	2	4	2 $\frac{1}{2}$
Ditto and Southampton - - -	4	3	2	4	3	2
Ditto and Stroud - - -	4	3	3	4	3	3
Ditto and Wells - - -	-	-	-	-	-	-
Ditto and Woodside - - -	4	3	3	4	4	9
Ditto and Worcester - - -	4	3	3	4	3	3
Manchester and Bristol - - -	4	4	2	-	-	-
Ditto - and Blackburn - - -	-	-	-	-	-	-
Ditto - and Bolton - - -	2	4	5	2	4	5
Ditto - and Carlisle - - -	4	4	1	4	4	1
Ditto - and Colne - - -	2	4	5	2	4	5
Ditto - and Knutsford - - -	2	4	4	-	-	-
Ditto - and Leeds - - -	-	-	-	-	-	-
Ditto - and Skipton - - -	-	-	-	-	-	-
Ditto - and Staleybridge - - -	2	4	3	2	4	3
Ditto - and York (vid Tadcaster) - - -	4	4	-	4	4	-
Ditto - and ditto (vid Wetherby) - - -	4	4	2	4	4	2
Merthyr and Abergavenny - - -	2	4	4	2	4	4
Ditto - and Cardiff - - -	2	4	3	2	4	3
Minehead and Taunton - - -	2	4	3	2	4	3
Newport and Abergavenny - - -	2	4	3	2	4	3
Newtown and Aberystwith - - -	-	-	-	-	-	-
Ditto - and Shrewsbury - - -	2	4	3	2	4	3
Norwich and Cromer - - -	2	4	2 $\frac{1}{2}$	2	4	2 $\frac{1}{2}$
Penrith and Whitehaven - - -	-	-	-	-	-	-
Preston and Carlisle - - -	-	-	-	-	-	-
Ditto and Fleetwood - - -	-	-	-	-	-	-
Reading and Bath - - -	-	-	-	-	-	-
Rochdale and Bolton - - -	2	4	3	2	4	3
Salisbury and Christchurch - - -	2	4	5	2	4	5
Sheffield and Birmingham - - -	4	4	3	4	4	3
Ditto - and Doncaster - - -	-	-	-	-	-	-
Ditto and Gainsborough - - -	2	4	4	2	4	4
Shrewsbury and Hereford - - -	-	-	-	-	-	-
Ditto - and Liverpool - - -	-	-	-	4	4	3
Southampton and Brighton - - -	-	-	-	-	-	-
Ditto - and Poole - - -	2	4	2 $\frac{1}{2}$	2	4	2 $\frac{1}{2}$
Ditto - and Portsmouth - - -	-	-	-	-	-	-
Steventon and Cheltenham - - -	-	-	-	-	-	-
Ditto - and Gloucester - - -	-	-	-	-	-	-
Stroud and Bristol - - -	-	-	-	-	-	-
Swansea and Llanelly - - -	-	-	-	-	-	-
Ditto - and Merthyr Tidvil - - -	2	4	4	2	4	5
Tamworth and Birmingham - - -	2	4	3	2	4	3
Taunton and Sidmouth - - -	2	4	3	2	4	3
Tiverton and Barnstaple - - -	-	-	-	-	-	-
Truro and Penzance - - -	-	-	-	-	-	-
Twyford and Bath - - -	-	-	-	-	-	-
Ditto - and Bristol - - -	-	-	-	-	-	-
Ditto - and Cheltenham - - -	-	-	-	-	-	-
Ditto - and Gloucester - - -	-	-	-	-	-	-
Ditto - and Stroud - - -	-	-	-	-	-	-

1839:			1840:			1841:		
Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
4	3	d. 1	4	4	d. 5	4	4	d. 5
4	3	2						
4	3							
4	4	6	4	4	6			
4	4	4	4	4	4	4	4	4
-	-	-	-	-	-	2	5	6
4	3	2	4	4	4	4	4	4
4	4	6	4	4	6	4	4	6
4	3	4	4	3	4	4	3	6
4	3	5	4	3	5	4	3	9
2	3	2½	2	3	2½	2	3	4½
4	3	3						
4	4	4	4	4	4	4	4	4
4	3	3	4	3	3	4	3	3
-	-	-	2	4	5	2	4	5
2	4	5	4	4	1			
4	4	5						
2	4							
4	4	8	4	4	8	4	4	6
-	-	-	2	4	5	2	4	5
2	4	3	2	4	3	2	4	3
4	4	-	4	4	-	4	4	1s. 6d.
4	4	2	4	4	2	4	4	1s. 6d.
2	4	4	2	4	4	2	4	4
2	4	3	2	4	3	2	4	3
2	4	3	2	4	3			
2	4	3	2	4	3	2	4	3
-	-	-	2	5	2			
2	4	3	2	4	3	2	4	3½
2	4	2½	2	4	2½	2	4	2½
4	4	7						
4	4	3	4	4	3			
-	-	-	2	4	150l. per ann.			
-	-	-	-	-	-	4	3	6
2	4	3	2	4	3			
2	4	5	2	4	7			
4	4	3	4	4	9			
-	-	-	-	-	-	2	8	8
2	4	4	2	4	4	2	4	4
4	8	2	4	8	2	4	8	2
4	4	3	4	4	3	4	4	3
4	5	3	4	5	3	4	5	3
2	4	3½	2	4	3½	2	4	7
-	-	-	-	-	-	2	8	
-	-	-	-	-	-	4	8	
-	-	-	-	-	-	4	3	2
-	-	-	-	-	-	2	8	6
2	4	59l. per ann.	2	4	59l. per ann.	2	4	59l. per ann.
2	4	5	2	4	5	2	4	5
2	4	2½	2	4	2½	2	4	4
4	8	-	4	8	-	4	8	
-	-	-	2	8	3	2	8	3
-	-	-	4	3	6			
-	-	-	4	3	1			
-	-	-	4	8				
-	-	-	4	3	2			
-	-	-	4	4	3			

MAIL COACHES: Names of Places between which Letters were conveyed by each.	1837:			1838:		
	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
Warrington and Carlisle - - -	- -	- -	d.	- -	- -	d.
Welchpool and Aberystwith - - -	- -	- -	- - -	4	4	7
Weymouth and Dorchester - - -	- -	- -	- - -	- -	- -	- - -
Worcester and Kington - - -	4	4	2	4	4	2
Ditto - and Leominster - - -	- -	- -	- - -	- -	- -	- - -
Ditto - and Ludlow - - -	4	4	2	4	4	2
Wolverhampton and Bridgnorth - - -	- -	- -	- - -	- -	- -	- - -
Wolverton and Banbury - - -	- -	- -	- - -	- -	- -	- - -
Wooton and Chalford - - -	2	4	6	2	4	6
Woodside and Chester - - -	- -	- -	- - -	4	4	6
Ditto - Chester and Holyhead - - -	4	4	3	- -	- -	- - -
Yarmouth and Ipswich - - -	4	7	3	4	7	3
Ditto - and Norwich - - -	2	4	4	2	4	4
York and Hull (first) - - -	4	4	- - -	4	4	- - -
Ditto and ditto (second) - - -	4	4	{ - ½ d. paid to Postmaster- general }	4	4	{ - ½ d. paid to Postmaster- general }
York, Pocklington and Hull - - -	- -	- -	- - -	- -	- -	- - -
Ditto and Scarborough - - -	4	4	{ -- 1 ½ d. paid to Postmas- ter-general }	4	4	{ -- 1 ½ d. paid to Postmas- ter-general }

OTHER COACHES THAN MAIL COACHES

STAGE COACHES: Places between which Letters were conveyed by them.	1837:			1838:		
	Number of Horses.	Number of Outside Passengers.	Terms of Agreement per Annum.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement per Annum.
Abergavenny and Hereford - - -	- -	- -	- - -	- -	- -	- - -
Brighton and Lewes - - -	- -	- -	- - -	- -	- -	- - -
Brighton, Shoreham and Worthing - - -	- -	- -	- - -	- -	- -	- - -
Chester and Kelsall - - -	- -	- -	- - -	- -	- -	- - -
Falmouth and Helston - - -	- -	- -	- - -	- -	- -	- - -
Gloucester and Cheltenham - - -	- -	- -	- - -	- -	- -	- - -
Haydon Bridge and Heston - - -	- -	- -	- - -	- -	- -	- - -
Lichfield and Stafford - - -	- -	- -	- - -	- -	- -	- - -
Liverpool and Aigburth - - -	- -	- -	- - -	- -	- -	- - -
Newport and Tredegar - - -	- -	- -	- - -	- -	- -	- - -
Northwich and Hartford - - -	- -	- -	- - -	- -	- -	- - -
Oxford and Cirencester - - -	- -	- -	- - -	- -	- -	- - -
Ross and Hereford - - -	- -	- -	- - -	- -	- -	- - -
Stamford and Coltersworth - - -	- -	- -	- - -	- -	- -	- - -

1839:			1840:			1841:		
Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement: Rate per Double Mile.
-	-	d.	2	8	4 ½	2	8	4 ½
-	-	-	-	-	-	2	8	{-- 60l. 11. 4. per annum.
4	8	2	4	8	3	4	8	6
4	4	2	4	8	2	4	8	6
2	4	80l. per ann.	2	4	80 l. per annum	2	4	80 l. per ann.
2	4	3	2	4	3	2	4	3
2	4	6	2	4	6			
4	7	3	4	7	3	4	7	3
2	4	4	2	4	4	2	4	4
4	4	-	4	4	-			
4	4	{- ½ d. paid to Postmaster-general}	4	4	{- ½ d. paid to Postmaster-general.			
-	-	-	-	-	-	4	8	5
4	4	{- 1 ½ d. paid to Postmaster-general}	4	8	1 ½	4	8	1 ½

OTHER COACHES THAN MAIL COACHES.

1839:			1840:			1841:		
Number of Horses.	Number of Outside Passengers.	Terms of Agreement per Annum.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement per Annum.	Number of Horses.	Number of Outside Passengers.	Terms of Agreement per Annum.
4	8	50 l. per ann.	4	8	50 l. per annum	4	8	50 l. per ann.
2	{constant-ly varies}	46 l. 16s. „	2	{constant-ly varies}	46 l. 16s. „	2	{constant-ly varies}	62 l. 8s. „
2	- ditto -	54 l. 12s. „	2	- ditto -	54 l. 12s. „	2	- ditto -	54 l. 12s. „
-	-	-	-	-	-	4	12	10 l. „
-	-	-	-	-	-	2	8	84 l. „
-	-	-	2	8	52 l. per annum	2	8	52 l. „
2	8	100 l. per ann.	2	8	100 l. „	2	8	100 l. „
-	-	-	2	8	70 l. „	2	8	70 l. „
-	-	-	-	-	-	2	4	18 l. 5s. „
-	-	-	4	8	200 l. „	4	8	200 l. „
-	-	-	-	-	-	2	4	60 l. „
-	-	-	-	-	-	2	8	109 l. 10s. „
-	-	-	2	8	40 l. „	2	8	40 l. „
-	-	-	2	5	5 l. „	2	5	5 l. „

MAIL COACHES, &c.

**A RETURN showing the NAMES of the MAIL
or other COACHES carrying LETTERS in *England*
and *Wales*, for the Five Years ending 1 March
1841.**

(*Mr. Baneby.*)

**Ordered, by The House of Commons, to be Printed,
7 June 1841.**

381.

Under 2 oz.

MAIL GUARDS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 5 May 1841 ;—for,

A RETURN, to explain and amend a Return made to Orders of this House, dated 3 August 1840 and 18 February last, being No. 155 of the present Session; the said Return to show, in Columns, the NUMBER, the NAMES, and the WAGES (by the Week and Year), of those MAIL GUARDS who are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed; stating whether all the Guards on said Lines are paid solely with Public Money, or partly with Public Money and with Fees from Passengers, with the Number in each Class, where both are on the same Line.

A RETURN, as above, of MAIL GUARDS who are paid partly with Public Money and partly by Fees from Passengers, with the Reason for continuing this Distinction, and the Authority under which it is made; of the Number and Names of Mail Guards employed on each line of Road respectively, distinguishing Railroads from Common Roads; thus showing the whole Sum charged Annually in the Public Accounts for Mail Guards on each Line of Road, and for all Roads whatever, respectively:—To state the Sum Total paid by the Public for Mail Guards in 1838 and 1840 respectively, and distinguishing the Amount incurred in each Year for those on Common Roads and on Railroads; showing the Lines of Railroad and Common Road by which Mail Bags are sent with Carriages conveying Passengers, but without Mail Guards, and the reason why Mail Guards are not employed on these Roads; also the Hours and the Number of Times which Mails are sent on these Roads daily; and also, to state with whom the Appointment of Mail Guards rests, and the Numbers which have been appointed Annually in each of the last Five Years, with the Total Number appointed in that Period.

(*Mr. Wallace.*)

Ordered, by The House of Commons, to be Printed,
22 June 1841.

A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of those MAIL GUARDS in *Great Britain and Ireland*, who are paid solely by PUBLIC MONEY, and are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Road.

GREAT BRITAIN.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
4	J. Pearson -	London and Brighton	1	6	10	70	-	-	370	-	-
	A. Swan -		1	18	4½	100	-	-			
	S. Webb -		1	18	4½	100	-	-			
	W. Willis -		1	18	4½	100	-	-			
2	J. Elvin -	London and Dover	1	18	4½	100	-	-	200	-	-
	C. Willdey -		1	18	4½	100	-	-			
3	J. Goodey -	London and Melton	2	9	10	130	-	-	360	-	-
	D. Humberstone -		2	4	1½	115	-	-			
	J. Thorne -		2	4	1½	115	-	-			
2	G. Mills -	London and Portsmouth	1	6	10	70	-	-	140	-	-
	T. Page -		1	6	10	70	-	-			
2	J. Maule -	London and St. Leonards	1	18	4½	100	-	-	200	-	-
	G. Thorne -		1	18	4½	100	-	-			
3	S. Braddock -	London and Worcester	1	18	4½	100	-	-	300	-	-
	L. Marshall -		1	18	4½	100	-	-			
	W. Watters -		1	18	4½	100	-	-			
2	J. Fairweather -	Aberdeen and Ballater.	2	9	10	130	-	-	260	-	-
	J. Steel -		2	9	10	130	-	-			
3	W. Joass -	Aberdeen and Inverness	2	9	10	130	-	-	360	-	-
	J. McPherson -		1	18	4½	100	-	-			
	J. Stewart -		2	9	10	130	-	-			
2	J. Boyd -	Ayr and Portpatrick	1	18	4½	100	-	-	200	-	-
	W. Templeton -		1	18	4½	100	-	-			
5	G. Barrett -	Basingstoke, Dorchester and Exeter	1	18	4½	100	-	-	590	-	-
	G. Holden -		2	9	10	130	-	-			
	J. King -		1	18	4½	100	-	-			
	H. Stark -		2	9	10	130	-	-			
	L. Tabor -		2	9	10	130	-	-			
2	W. Sparks -	Bath and Cheltenham	2	9	10	130	-	-	245	-	-
	J. Warn -		2	4	1½	115	-	-			
1	W. Jenkins -	Begelly and Haverfordwest	1	18	4½	100	-	-	100	-	-
2	J. Allert -	Birmingham and Ludlow	1	18	4½	100	-	-	230	-	-
	J. Banks -		2	9	10	130	-	-			
5	W. Aldis -	Birmingham and Yarmouth	1	18	4½	100	-	-	545	-	-
	S. Bennett -		2	4	1½	115	-	-			
	W. Elvery -		2	4	1½	115	-	-			
	H. Leete -		2	4	1½	115	-	-			
	J. Seaman -		1	18	4½	100	-	-			
2	F. Martin -	Brighton and Southampton	1	18	4½	100	-	-	200	-	-
	P. Taylor -		1	18	4½	100	-	-			
3	S. Bennett -	Bristol and Portsmouth	1	18	4½	100	-	-	300	-	-
	W. Cooper -		1	18	4½	100	-	-			
	A. Dare -		1	18	4½	100	-	-			
6	H. Burkby -	Carlisle and Glasgow	2	9	10	130	-	-	690	-	-
	N. Brown -		2	9	10	130	-	-			
	A. Calder -		2	9	10	130	-	-			
	T. Grieve -		1	18	4½	100	-	-			
	T. Harrison -		1	18	4½	100	-	-			
	D. Valentine -		1	18	4½	100	-	-			

	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
4.	R. Corson - H. Foster - J. Scaife - T. Woodhouse -	Carlisle and Portpatrick -	1 18 4½ 1 18 4½ 2 9 10 1 18 4½	100 - - 100 - - 130 - - 100 - -	430 - -
3.	R. Dunlop - W. Lambert - M. Nobbs -	Cheltenham & Aberystwith -	1 18 4½ 2 4 1½ 1 18 4½	100 - - 115 - - 100 - -	315 - -
2.	W. Carpenter - S. Brasher -	Chester and Carnarvon -	1 18 4½ 2 9 10	100 - - 130 - -	230 - -
3.	G. Devonshire - R. Hudson - J. Tew -	Cirencester and Gloucester -	2 9 10 1 18 4½ 2 4 1½	130 - - 100 - - 115 - -	345 - -
1.	W. Turner -	Cirencester and Stroud -	1 18 4½	100 - -	100 - -
4.	J. Bradbury - R. Castle - B. Edmonds - J. Wallace -	Crewe and Holyhead -	1 6 10 1 18 4½ 1 18 4½ 1 18 4½	70 - - 100 - - 100 - - 100 - -	370 - -
1.	G. Fraser -	Edinburgh - - -	1 18 4½	100 - -	100 - -
3.	J. Baddon - J. M'Intosh - J. M'Vitie -	Edinburgh and Dumfries -	2 4 1½ 2 9 10 2 4 1½	115 - - 130 - - 115 - -	360 - -
4.	J. Black - J. Cooper - J. Dugdale - W. Goodwin -	Edinburgh and Glasgow -	2 4 1½ 2 9 10 1 18 4½ 1 18 4½	115 - - 130 - - 100 - - 100 - -	445 - -
2.	W. Gibson - H. Godbeer -	Exeter and Barnstaple -	1 18 4½ 1 18 4½	100 - - 100 - -	200 - -
3.	J. Compton - J. Jones - J. Pope -	Gloucester and Carmarthen -	2 9 10 1 18 4½ 2 9 10	130 - - 100 - - 130 - -	360 - -
6.	R. Butters - J. Ford - J. Frank - J. Hodgson - A. M'Pherson - J. Wightman -	Inverness and Thurso -	1 18 4½ 1 18 4½ 1 18 4½ 1 18 4½ 1 6 10 1 18 4½	100 - - 100 - - 100 - - 100 - - 70 - - 100 - -	570 - -
1.	G. Bignell -	Leeds and Skipton - -	1 18 4½	100 - -	100 - -
1.	R. Emerson -	Lynn and Wells - -	1 18 4½	100 - -	100 - -
2.	W. Field - C. Heaps -	Oxford and Cheltenham -	1 18 4½ 2 9 10	100 - - 130 - -	230 - -
1.	J. Compton -	Oxford and Stevenage -	1 18 4½	100 - -	100 - -
4.	J. Anderson - W. M'Kay - A. M'Kay - S. Stewart -	Perth and Inverness -	1 18 4½ 2 4 1½ 2 9 10 1 18 4½	100 - - 115 - - 130 - - 100 - -	445 - -
2.	G. Powell - J. Rose -	Shrewsbury & Aberystwith -	1 18 4½ 1 18 4½	100 - - 100 - -	200 - -
2.	W. Hughes - J. Wadman -	Shrewsbury and Chester -	1 18 4½ 1 18 4½	100 - - 100 - -	200 - -
1.	T. Landers -	Southampton and Portsmouth -	2 4 1½	115 - -	115 - -
1.	H. Parnham -	Worcester and Leominster -	1 18 4½	100 - -	100 - -
1.	E. Rands -	Worcester and Ludlow -	2 9 10	130 - -	130 - -
			£. 10,835 - -		

I R E L A N D.

-	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
3.	G. Armstrong	Dublin and Belfast - -	1	18	4 $\frac{1}{2}$	100	-	-	330	-	-
	J. Hill -		1	18	4 $\frac{1}{2}$	100	-	-			
	J. M'Kenna -		2	9	10	130	-	-			
5.	J. Connolly -	Dublin and Cork, <i>vid</i> Cashell	1	18	4 $\frac{1}{2}$	100	-	-	500	-	-
	W. Downing -		1	18	4 $\frac{1}{2}$	100	-	-			
	T. Leacy -		1	18	4 $\frac{1}{2}$	100	-	-			
	P. Murray -		1	18	4 $\frac{1}{2}$	100	-	-			
	G. Sutcliffe -		1	18	4 $\frac{1}{2}$	100	-	-			
5.	A. Buttle -	Dublin & Cork, <i>vid</i> Clonmell	2	9	10	130	-	-	560	-	-
	J. Carroll -		1	18	4 $\frac{1}{2}$	100	-	-			
	A. Ewing -		1	18	4 $\frac{1}{2}$	100	-	-			
	W. Hackett -		2	9	10	130	-	-			
	J. Mahony -		1	18	4 $\frac{1}{2}$	100	-	-			
4.	W. Hagan -	Dublin and Derry - -	2	4	1 $\frac{1}{2}$	115	-	-	415	-	-
	T. Russell -		1	18	4 $\frac{1}{2}$	100	-	-			
	J. Whelan -		1	18	4 $\frac{1}{2}$	100	-	-			
	F. White -		1	18	4 $\frac{1}{2}$	100	-	-			
3.	J. Dane -	Dublin and Enniskillen	1	18	4 $\frac{1}{2}$	100	-	-	300	-	-
	J. Doherty -		1	18	4 $\frac{1}{2}$	100	-	-			
	T. Walsh -		1	18	4 $\frac{1}{2}$	100	-	-			
4.	P. Caulfield -	Dublin and Galway -	1	6	10	70	-	-	370	-	-
	T. Collins -		1	18	4 $\frac{1}{2}$	100	-	-			
	E. Herbert -		1	18	4 $\frac{1}{2}$	100	-	-			
	S. Woods -		1	18	4 $\frac{1}{2}$	100	-	-			
4.	A. Cosgrave -	Dublin and Limerick	2	4	1 $\frac{1}{2}$	115	-	-	400	-	-
	M. Grant -		1	6	10	70	-	-			
	M. M'Kenna -		2	4	1 $\frac{1}{2}$	115	-	-			
	P. Smith -		1	18	4 $\frac{1}{2}$	100	-	-			
4.	C. Bell -	Dublin and Sligo -	1	18	4 $\frac{1}{2}$	100	-	-	415	-	-
	R. Darby -		1	18	4 $\frac{1}{2}$	100	-	-			
	W. Hagan -		2	4	1 $\frac{1}{2}$	115	-	-			
	T. Lloyd -		1	18	4 $\frac{1}{2}$	100	-	-			
3.	C. Boniface -	Dublin and Waterford	1	18	4 $\frac{1}{2}$	100	-	-	300	-	-
	P. Burke -		1	18	4 $\frac{1}{2}$	100	-	-			
	J. Dolan -		1	18	4 $\frac{1}{2}$	100	-	-			
3.	E. Conolly -	Dublin and Wexford -	1	18	4 $\frac{1}{2}$	100	-	-	300	-	-
	P. M'Kenna -		1	18	4 $\frac{1}{2}$	100	-	-			
	T. O'Connor -		1	18	4 $\frac{1}{2}$	100	-	-			
5.	J. Bradbury -	Dublin - - -	-	13	-	33	16	-	169	-	-
	P. Campbell -		-	13	-	33	16	-			
	F. Craig -		-	13	-	33	16	-			
	J. Nutty -		-	13	-	33	16	-			
	M. Whelan -		-	13	-	33	16	-			
2.	H. Archer -	Ballinasloe and Westport	2	9	10	130	-	-	230	-	-
	S. Percy -		1	18	4 $\frac{1}{2}$	100	-	-			
3.	J. M'Williams	Belfast and Derry -	1	18	4 $\frac{1}{2}$	100	-	-	315	-	-
	S. Middleton -		1	18	4 $\frac{1}{2}$	100	-	-			
	C. Mullhollan		2	4	1 $\frac{1}{2}$	115	-	-			
3.	M. Fogarty -	Belfast and Enniskillen	1	18	4 $\frac{1}{2}$	100	-	-	300	-	-
	D. M'Carthy -		1	18	4 $\frac{1}{2}$	100	-	-			
	M. Meagher -		1	18	4 $\frac{1}{2}$	100	-	-			
1.	W. Carton -	Belfast - - -	-	13	-	33	16	-	33	16	-
2.	E. Butler -	Cork and Bantry -	2	9	10	130	-	-	260	-	-
	M. Tyre -		2	9	10	130	-	-			
2.	T. Galvin -	Cork and Tralee -	2	4	1 $\frac{1}{2}$	115	-	-	245	-	-
	O. Reilly -		2	9	10	130	-	-			
1.	J. Badge -	Cork - - -	-	13	-	33	16	-	33	16	-
2.	M. Byrne -	Derry and Sligo -	1	18	4 $\frac{1}{2}$	100	-	-	170	-	-
	T. Meighan -		1	6	10	70	-	-			
1.	W. Carleton -	Enniskillen and Ballyshannon	1	18	4 $\frac{1}{2}$	100	-	-	100	-	-

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
2.	E. O'Connor - D. Whelan -	Limerick and Cork -	{ 1 18 4½ 2 9 10	{ 100 - - 130 - -	{ 230 - -
2.	W. Galvin - J. Purcell -	Limerick and Tralee -	{ 2 4 1½ 2 9 10	{ 115 - - 130 - -	{ 245 - -
2.	E. Keating - P. Webb -	Limerick and Galway -	{ 2 4 1½ 2 4 1½	{ 115 - - 115 - -	{ 230 - -
1.	J. Williams -	Newry and Dungannon -	1 18 4½	100 - -	100 - -
2.	J. Hagan - T. Stothert -	Sligo and Castlebar -	{ 2 4 1½ 1 18 4½	{ 115 - - 100 - -	{ 215 - -
2.	J. Hatchett - H. Shapton -	Waterford and Cork -	{ 1 18 4½ 1 18 4½	{ 100 - - 100 - -	{ 200 - -
2.	J. Doyle - D. Neill -	Waterford and Limerick -	{ 1 18 4½ 2 9 10	{ 100 - - 130 - -	{ 230 - -
1.	W. M'Lellan -	Waterford and Wexford -	1 18 4½	100 - -	100 - -
					£. 7,296 12 -

A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of the MAIL GUARDS employed on the several RAILROADS in the United Kingdom, who are paid solely by PUBLIC MONEY, and are prohibited from taking Fees from the Public, with the Sum Total paid to this Class of Servants annually; also the Lines of Railroad, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Railroad.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
4.	L. Barrett - T. Cox - T. Richards - G. Tomkins -	London and Bristol -	{ 1 18 4½ 2 4 1½ 2 4 1½ 1 18 4½	{ 100 - - 115 - - 115 - - 100 - -	{ 430 - -
11.	R. Baker - C. Battock - N. Farmer - T. Ireland - H. Laycock - M. Pascoe - J. Peters - W. Pridgeon - P. Salt - J. Sudbury - J. Wood -	London and Lancaster -	{ 1 6 10 1 6 10 1 18 4½ 1 18 4½ 1 18 4½ 1 18 4½ 2 9 10 2 9 10 1 18 4½ 1 18 4½ 2 9 10	{ 70 - - 70 - - 100 - - 100 - - 100 - - 100 - - 130 - - 130 - - 100 - - 100 - - 130 - -	{ 1,130 - -
2.	J. Charles - C. Pike -	London and Rugby -	{ 1 18 4½ 1 18 4½	{ 100 - - 100 - -	{ 200 - -
5.	J. Cheshire - W. Black - F. Teacham - W. Mills - E. Spicer -	London and Southampton -	{ 1 6 10 2 4 1½ 1 18 4½ 2 4 1½ 2 4 1½	{ 70 - - 115 - - 100 - - 115 - - 115 - -	{ 515 - -
2.	J. Clean - J. Mearns -	Birmingham and Derby -	{ 2 9 10 2 9 10	{ 130 - - 130 - -	{ 260 - -
2.	J. Passy - R. Robinson -	Birmingham -	{ 1 6 10 1 18 4½	{ 70 - - 100 - -	{ 170 - -
4.	J. Allison - J. Delve - E. Evans - J. Rennel -	Birmingham and Gloucester -	{ 1 18 4½ 1 18 4½ 2 4 1½ 1 18 4½	{ 100 - - 100 - - 115 - - 100 - -	{ 415 - -
2.	C. Bullock - T. Dalton -	Birmingham and Liverpool -	{ 2 9 10 1 13 4½	{ 130 - - 100 - -	{ 230 - -

NUMBER, NAMES, AND WAGES OF MAIL-GUARDS,

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
3.	W. Bellerby - J. Hunter - W. Smith -	Carlisle and Newcastle - {	2 9 10 2 9 10 2 9 10	130 - - 130 - - 130 - -	390 - -
1.	H. Johnson -	Crewe and Birkinhead -	1 18 4 ½	100 - -	100 - -
1.	J. Rose -	Derby and Nottingham -	2 9 10	130 - -	130 - -
2.	J. Gibson - T. Robinson -	Leeds and Hull - {	2 9 10 2 9 10	130 - - 130 - -	260 - -
	G. Jones - J. Leahear - J. Lloyd - F. Needle - J. Vincent -	Liverpool and Manchester - {	2 9 10 2 9 10 2 9 10 1 6 10 1 6 10	130 - - 130 - - 130 - - 70 - - 70 - -	530 - -
2.	J. Robinson - W. Vickers -	Liverpool and Warrington - {	2 4 1 ½ 2 4 1 ½	115 - - 115 - -	230 - -
4.	B. Penfold - T. Poole - G. Stubbs - L. Vickers -	Manchester and Leeds - {	1 18 4 ½ 1 18 4 ½ 1 18 4 ½ 2 9 10	100 - - 100 - - 100 - - 130 - -	430 - -
2.	W. Bell - W. Rhodes -	Manchester and Warrington - {	1 18 4 ½ 1 18 4 ½	100 - - 100 - -	200 - -
1.	C. Parker -	Masbro' and Sheffield -	2 9 10	130 - -	130 - -
	T. Bishop - R. Challoner - G. Jones - F. Nevill - R. Sidebotham -	Rugby and Leeds - {	1 6 10 1 18 4 ½ 1 18 4 ½ 1 18 4 ½ 2 9 10	70 - - 100 - - 100 - - 100 - - 130 - -	500 - -
1.	W. Nix -	Stockton and Darlington -	2 9 10	130 - -	130 - -
5.	W. Chaplin - T. Peacock - W. Oxlade - T. Smith - T. Straker -	Wakefield and Darlington - {	1 18 4 ½ 2 9 10 2 9 10 2 4 1 ½ 2 9 10	100 - - 130 - - 130 - - 115 - - 130 - -	605 - -
				£.	6,985 - -
IRELAND:					
3.	G. Deane - T. Dunham - C. M'Donald -	Dublin and Kingstown - {	2 9 10 1 18 4 ½ 2 9 10	130 - - 100 - - 130 - -	360 - -

A RETURN showing the NUMBER, the NAMES, and the WAGES, by the Week and Year, of those MAIL GUARDS in *England, Wales, and Scotland*, who are paid partly by PUBLIC MONEY, and partly by FEES received from Passengers, with the Sum Total paid to this Class of Servants Annually; also the Lines of Road, in Alphabetical Order, to which these Guards are appointed, with the Number of Guards attached to, and the Sum paid annually on, each Line of Road.

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
4.	J. Allen - J. Carden - J. Marshall - J. Turner -	London and Dover - {	- 10 6 - 10 6 - 10 6 - 10 6	27 7 6 27 7 6 27 7 6 27 7 6	109 10 -
4.	N. Attfield - W. Breeton - W. Hills - W. Symonds -	London and Louth - {	- 10 6 - 10 6 - 10 6 - 10 6	27 7 6 27 7 6 27 7 6 27 7 6	109 10 -
2.	S. Hyssett - T. Webb -	London and Lynn - {	- 10 6 - 10 6	27 7 6 27 7 6	54 15 -

	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.			ANNUAL WAGES PAID.			TOTAL.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
4.	W. Bacon -	London and New Holland	-	10	6	27	7	6	109	10	-
	G. Freeborne -		-	10	6	27	7	6			
	J. Neale -		-	10	6	27	7	6			
	J. Shrin -		-	10	6	27	7	6			
3.	T. Brotherton -	London, Bury, and Norwich	-	10	6	27	7	6	82	2	6
	J. Cole -		-	10	6	27	7	6			
	R. Griffith -		-	10	6	27	7	6			
3.	R. English -	London, Ipswich, and Nor- wich	-	10	6	27	7	6	82	2	6
	W. Ray -		-	10	6	27	7	6			
	J. Rodford -		-	10	6	27	7	6			
8.	J. Allen -	London	-	12	-	31	4	-	249	12	-
	W. Crofts -		-	12	-	31	4	-			
	A. Earce -		-	12	-	31	4	-			
	H. Goddard -		-	12	-	31	4	-			
	J. Hunter -		-	12	-	31	4	-			
	W. Johnson -		-	12	-	31	4	-			
	C. Paul -		-	12	-	31	4	-			
	J. Spelling -		-	12	-	31	4	-			
1.	T. Bowman -	Aberdeen	-	10	6	27	7	6	27	7	6
4.	J. Holl -	Basingstoke, Yeovil, and Exeter	-	10	6	27	7	6	109	10	-
	R. M'Adam -		-	10	6	27	7	6			
	S. Pope -		-	10	6	27	7	6			
	G. White -		-	10	6	27	7	6			
7.	W. Brice -	Basingstoke, Devonport, and Falmouth	-	10	6	27	7	6	191	12	6
	R. Dunn -		-	10	6	27	7	6			
	F. Falkner -		-	10	6	27	7	6			
	D. Hall -		-	10	6	27	7	6			
	J. Seaman -		-	10	6	27	7	6			
	J. Smith -		-	10	6	27	7	6			
	S. Spooner -		-	10	6	27	7	6			
4.	J. Hodgson -	Birmingham and Holyhead	-	10	6	27	7	6	109	10	-
	R. Moore -		-	10	6	27	7	6			
	J. Mottershead -		-	10	6	27	7	6			
	W. Price -		-	10	6	27	7	6			
1.	G. Dunn -	Birmingham	-	10	6	27	7	6	27	7	6
2.	J. Hook -	Boston and Hull	-	10	6	27	7	6	54	15	-
	G. Ruddock -		-	10	6	27	7	6			
4.	J. Coker -	Bristol and Devonport	-	10	6	27	7	6	109	10	-
	N. Rowe -		-	10	6	27	7	6			
	T. Taylor -		-	10	6	27	7	6			
	H. Weston -		-	10	6	27	7	6			
1.	R. Baker -	Bristol and Hereford	-	10	6	27	7	6	27	7	6
4.	O. Balls -	Bristol and Pembroke	-	10	6	27	7	6	109	10	-
	T. Baugham -		-	10	6	27	7	6			
	R. Harris -		-	10	6	27	7	6			
	J. Hopkins -		-	10	6	27	7	6			
1.	J. Banks -	Bristol	-	10	6	27	7	6	27	7	6
2.	T. Berridge -	Cambridge and Holbeach	-	10	6	27	7	6	54	15	-
	G. Buck -		-	10	6	27	7	6			
6.	J. Alderson -	Carlisle and Edinburgh	-	10	6	27	7	6	164	5	-
	A. Burgess -		-	10	6	27	7	6			
	W. Kimber -		-	10	6	27	7	6			
	G. M'Leod -		-	10	6	27	7	6			
	W. M'Intyre -		-	10	6	27	7	6			
	G. Miller -		-	10	6	27	7	6			
6.	J. Archbold -	Carlisle and Lancaster	-	10	6	27	7	6	164	5	-
	J. Baldwin -		-	10	6	27	7	6			
	G. Bloom -		-	10	6	27	7	6			
	G. Needle -		-	10	6	27	7	6			
	W. Taylor -		-	10	6	27	7	6			
	G. Trow -		-	10	6	27	7	6			
2.	T. Doughall -	Carlisle	-	10	6	27	7	6	54	15	-
	A. Mitchell -		-	10	6	27	7	6			

(continued)

—	NAME.	PLACES BETWEEN WHICH THE MAIL GUARDS TRAVEL.	WEEKLY WAGES PAID.	ANNUAL WAGES PAID.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
5.	A. Burgess -	Darlington and Edinburgh	- 10 6	27 7 6	136 17 6
	C. Clear -		- 10 6	27 7 6	
	T. Day -		- 10 6	27 7 6	
	W. Gambles -		- 10 6	27 7 6	
	W. Warby -		- 10 6	27 7 6	
7.	W. Anderson	Edinburgh and Aberdeen	- 10 6	27 7 6	191 12 6
	E. Campbell -		- 10 6	27 7 6	
	J. Clark -		- 10 6	27 7 6	
	W. Forrester -		- 10 6	27 7 6	
	J. M'Lorgan -		- 10 6	27 7 6	
	J. Mills -		- 10 6	27 7 6	
	J. Rattray -		- 10 6	27 7 6	
2.	D. Stewart -	Edinburgh and Perth	- 10 6	27 7 6	54 15 -
	W. Whiteman		- 10 6	27 7 6	
2.	F. Batters -	Edinburgh - -	- 10 6	27 7 6	54 15 -
	R. Turnbull -		- 10 6	27 7 6	
2.	J. Andrews -	Exeter and Bristol -	- 10 6	27 7 6	54 15 -
	J. Simpson -		- 10 6	27 7 6	
3.	T. Carpenter -	Exeter and Falmouth	- 10 6	27 7 6	82 2 6
	J. Storer -		- 10 6	27 7 6	
	J. Warr -		- 10 6	27 7 6	
1.	C. Crowhurst	Exeter - - -	- 10 6	27 7 6	27 7 6
1.	T. Hooper -	Glasgow - - -	- 10 6	27 7 6	27 7 6
2.	G. Dyer -	Hull and Scarborough	- 10 6	27 7 6	54 15 -
	J. Giles -		- 10 6	27 7 6	
2.	G. Cutts -	Ipswich and Yarmouth	- 10 6	27 7 6	54 15 -
	J. Glasscock -		- 10 6	27 7 6	
2.	J. Arnold -	Kendal and Whitehaven	- 10 6	27 7 6	54 15 -
	J. Burdett -		- 10 6	27 7 6	
2.	H. Lettern -	Manchester and Skipton	- 10 6	27 7 6	54 15 -
	W. Miles -		- 10 6	27 7 6	
2.	S. Byrne -	Manchester - -	- 10 6	27 7 6	54 15 -
	G. Greathead		- 10 6	27 7 6	
2.	G. Davidson -	Perth and Glasgow -	- 10 6	27 7 6	54 15 -
	D. Weir -		- 10 6	27 7 6	
2.	R. Francis -	Reading and Bath -	- 10 6	27 7 6	54 15 -
	G. Moore -		- 10 6	27 7 6	
2.	J. Clay -	Shrewsbury and Hereford	- 10 6	27 7 6	54 15 -
	J. Coldrey -		- 10 6	27 7 6	
2.	J. Becket -	York and Scarborough	- 10 6	27 7 6	54 15 -
	L. Vickers -		- 10 6	27 7 6	
			£. 3,151 7 -		

From motives of economy, the guards have not been placed upon the scale of salary, except when absolutely necessary from the refusal on the part of the public to give them the fees they formerly used to receive. The measure was sanctioned by the Lords of the Treasury.

AMOUNT of MAIL GUARDS' WAGES paid during the Years 1838 and 1840.

	£.	s.	d.
1838 - - - - -	13,127	13	-
1840 - - - - -	24,598	5	9

The amount incurred in each year for those on common roads and on railroads cannot be distinguished.

A RETURN showing the LINES of RAILROAD and COMMON ROAD in *Great Britain*, by which MAIL BAGS are sent with Carriages conveying Passengers, but without Mail Guards, and the reasons why Mail Guards are not employed on these Roads; also the Hours and Number of Times which Mails are sent on these Roads daily.

GREAT BRITAIN.

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
MAIL COACHES:	H. M.	H. M.	
Aberdeen and - - - - }	7 15 a. m.	12 20 p. m.	To and from, once daily.
Peterhead - - - - }	8 15 a. m.	11 20 a. m.	
Bangor and - - - - }	4 53 a. m.	7 0 p. m.	
Pwllheli - - - - }	3 0 p. m.	8 53 a. m.	
Barnstaple and - - - - }	11 14 a. m.	2 50 p. m.	
Ilfracombe - - - - }	1 5 p. m.	12 59 p. m.	
Bridgewater and - - - - }	11 30 a. m.	10 20 a. m.	
Minehead - - - - }	7 0 a. m.	2 50 p. m.	
Bridport and - - - - }	7 5 a. m.	5 42 p. m.	
Taunton - - - - }	2 0 p. m.	10 45 a. m.	
Canterbury and - - - - }	4 0 a. m.	9 30 p. m.	
Deal - - - - }	6 30 p. m.	7 0 a. m.	
Carlisle and - - - - }	10 3 a. m.	3 4 p. m.	
Whitehaven - - - - }	9 45 a. m.	3 22 p. m.	
Carmarthen and - - - - }	5 15 a. m.	8 30 p. m.	
Cardigan - - - - }	3 15 p. m.	10 15 a. m.	
Carnarvon and - - - - }	6 15 a. m.	4 30 p. m.	
Barmouth - - - - }	8 45 a. m.	1 55 p. m.	
Coventry and - - - - }	1 45 p. m.	8 31 a. m.	
Warwick - - - - }	7 0 a. m.	3 16 p. m.	
Chesterfield and - - - - }	5 30 a. m.	7 30 p. m.	
Buxton - - - - }	4 30 p. m.	8 30 a. m.	
Chipping Norton and - - - - }	4 50 a. m.	9 11 p. m.	
Birmingham - - - - }	3 15 p. m.	10 51 a. m.	
Derby and - - - - }	5 0 p. m.	9 15 a. m.	
Alfreton - - - - }	7 30 a. m.	6 50 p. m.	
Devizes and - - - - }	8 0 a. m.	7 10 p. m.	
Salisbury - - - - }	3 30 p. m.	11 40 a. m.	
Devonport and - - - - }	1 30 p. m.	12 30 p. m.	
Launceston - - - - }	8 54 a. m.	5 6 p. m.	
Doncaster and - - - - }	1 30 p. m.	10 46 a. m.	
Leeds - - - - }	7 45 a. m.	4 31 p. m.	
Exeter and - - - - }	8 30 a. m.	5 35 p. m.	
Barnstaple - - - - }	11 20 a. m.	2 45 p. m.	
Exeter and - - - - }	4 30 p. m.	9 55 a. m.	
Budleigh Salterton - - - - }	7 30 a. m.	6 55 p. m.	
Exeter and - - - - }	8 30 a. m.	5 38 p. m.	
Dartmouth - - - - }	12 20 p. m.	1 48 p. m.	
Fraserburgh and - - - - }	6 55 a. m.	1 0 p. m.	
Burnes - - - - }	10 0 a. m.	9 55 a. m.	
Glasgow and - - - - }	5 0 p. m.	2 15 a. m.	
Ayr - - - - }	10 30 p. m.	9 3 p. m.	
Gloucester and - - - - }	4 0 a. m.	8 0 p. m.	
Chepstow - - - - }	4 30 p. m.	7 30 a. m.	
Glossop and - - - - }	3 45 p. m.	9 15 a. m.	
Manchester - - - - }	7 15 a. m.	5 45 p. m.	
Grantham and - - - - }	8 0 a. m.	4 39 p. m.	
Nottingham - - - - }	1 45 p. m.	10 54 a. m.	

TOWNS BETWEEN WHICH THE COACHES RUN. — COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
MAIL COACHES— <i>continued.</i>			
Grimsby and - - - - }	H. M. 10 0 a.m.	H. M. 2 15 p.m.	
Louth - - - - }	12 15 p.m.	12 0 noon.	
Hereford and - - - - }	8 0 a.m.	3 20 p.m.	
Brecon - - - - }	10 30 a.m.	12 50 p.m.	
Hull and - - - - }	9 30 a.m.	4 0 p.m.	
Hornsea - - - - }	1 20 p.m.	12 10 p.m.	
Hull and - - - - }	9 30 a.m.	4 0 p.m.	
Pattrington - - - - }	1 45 p.m.	11 55 a.m.	
Kingsbridge and - - - - }	10 0 a.m.	1 41 p.m.	
Totnes - - - - }	12 0 noon.	11 41 a.m.	
Lancaster and - - - - }	8 20 a.m.	4 45 p.m.	
Settle - - - - }	1 10 p.m.	11 55 a.m.	
Lancaster and - - - - }	8 30 a.m.	4 45 p.m.	
Ulverstone - - - - }	11 45 a.m.	1 30 p.m.	
Launceston and - - - - }	3 0 a.m.	10 0 p.m.	
Barnstaple - - - - }	3 45 p.m.	9 15 a.m.	
Liverpool and - - - - }	8 0 a.m.	5 50 p.m.	
Southport - - - - }	3 0 p.m.	10 50 a.m.	
Louth and - - - - }	10 40 a.m.	2 40 p.m.	
Gainsborough - - - - }	10 0 a.m.	3 18 p.m.	
Manchester and - - - - }	7 15 a.m.	5 44 p.m.	
Blackburn - - - - }	2 30 p.m.	10 29 a.m.	
Manchester and - - - - }	4 30 p.m.	10 0 p.m.	
Staleybridge - - - - }	9 0 p.m.	5 30 p.m.	
Merthyr and - - - - }	6 45 a.m.	2 15 p.m.	
Abergavenny - - - - }	11 15 a.m.	9 45 a.m.	
Merthyr and - - - - }	7 0 a.m.	4 10 p.m.	
Cardiff - - - - }	1 15 p.m.	9 55 a.m.	
Newport and - - - - }	2 0 p.m.	11 0 a.m.	
Abergavenny - - - - }	7 45 a.m.	5 15 p.m.	
Newtown and - - - - }	2 0 p.m.	11 15 a.m.	
Welchpool - - - - }	9 40 a.m.	3 35 p.m.	
Northallerton and - - - - }	9 25 a.m.	3 30 p.m.	
Guisborough - - - - }	12 7 p.m.	12 48 p.m.	
Nottingham and - - - - }	5 0 a.m.	8 19 p.m.	
Lincoln - - - - }	4 0 p.m.	9 19 a.m.	
Norwich and - - - - }	9 30 a.m.	4 40 p.m.	
Cromer - - - - }	1 40 p.m.	12 30 p.m.	
Sheffield and - - - - }	5 30 a.m.	7 48 p.m.	
Gainsborough - - - - }	3 38 p.m.	9 40 a.m.	
Southampton and - - - - }	6 30 a.m.	7 36 p.m.	
Lymington - - - - }	5 30 p.m.	8 36 a.m.	
Stilton and - - - - }	3 56 a.m.	9 35 p.m.	
Doncaster - - - - }	11 20 a.m.	1 23 p.m.	
Stranraer and - - - - }	10 0 a.m.	2 39 p.m.	
Newton Stewart - - - - }	7 30 a.m.	4 55 p.m.	
Stroud and - - - - }	5 30 a.m.	8 45 p.m.	
Bristol - - - - }	4 24 p.m.	9 51 a.m.	
Swansea and - - - - }	4 30 p.m.	7 10 a.m.	
Llanelly - - - - }	5 30 a.m.	6 5 p.m.	
Swansea and - - - - }	8 20 a.m.	7 15 p.m.	
Merthyr - - - - }	2 45 p.m.	12 50 p.m.	
Taunton and - - - - }	2 0 p.m.	10 45 a.m.	
Sidmouth - - - - }	7 15 a.m.	5 30 p.m.	
Truro and - - - - }	4 45 a.m.	7 45 p.m.	
Penzance - - - - }	3 45 p.m.	8 45 a.m.	
Weymouth and - - - - }	5 45 p.m.	8 15 a.m.	
Dorchester - - - - }	7 15 a.m.	6 45 p.m.	
Wolverhampton and - - - - }	6 0 a.m.	7 45 p.m.	
Bridgenorth - - - - }	6 0 p.m.	7 45 a.m.	

To and from, once
daily.

TOWNS BETWEEN WHICH THE COACHES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
MAIL COACHES— <i>continued.</i>	H. M.	H. M.	
Wolverton and - - - - - }	12 noon.	10 39 a. m.	To and from, once daily.
Banbury - - - - - }	7 0 a. m.	3 39 p. m.	
Worcester and - - - - - }	7 0 a. m.	6 30 p. m.	
Upton-on-Severn - - - - - }	5 0 p. m.	8 30 a. m.	
Yarmouth and - - - - - }	1 45 p. m.	12 20 p. m.	
Norwich - - - - - }	9 30 a. m.	4 35 p. m.	
York and - - - - - }	7 30 a. m.	5 38 p. m.	
Ripon - - - - - }	3 0 p. m.	10 8 a. m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of road.

ENGLAND:

CONVEYANCES, NOT BEING MAIL COACHES:

Abergavenny and - - - - - }	8 0 a. m.	7 0 p. m.	To and from, once daily.
Hereford - - - - - }	4 0 p. m.	11 0 a. m.	
Barnsley and the Railway Station (1st despatch) - }	4 30 a. m. 5 16 a. m.	5 50 a. m. 5 0 a. m.	To and from, twice daily.
Barnsley and - - - - - }	7 0 p. m.	8 30 p. m.	
Railway Station (2d despatch) - }	7 57 p. m.	7 30 p. m.	To and from, once daily.
Bedale and - - - - - }	11 10 a. m.	2 0 p. m.	
Masham - - - - - }	1 20 p. m.	11 50 a. m.	To and from, once daily.
Brighton and - - - - - }	4 30 p. m.	6 0 p. m.	
Worthing - - - - - }	(*)	—	To and from, once daily.
Brighton and - - - - - }	4 30 p. m.	5 30 p. m.	
Lewes - - - - - }	9 0 a. m.	10 0 a. m.	To and from, four times daily.
Broomsgrove and - - - - - }	12 45 a. m.	1 50 a. m.	
Railway Station (1st despatch) - }	1 35 a. m.	1 5 a. m.	To and from, four times daily.
Broomsgrove and - - - - - }	3 10 a. m.	4 20 a. m.	
Railway Station (2d despatch) - }	4 0 a. m.	3 30 a. m.	To and from, four times daily.
Broomsgrove and - - - - - }	8 30 p. m.	9 25 p. m.	
Railway Station (3d despatch) - }	9 10 p. m.	8 45 p. m.	To and from, four times daily.
Broomsgrove and - - - - - }	10 15 p. m.	11 9 p. m.	
Railway Station (4th despatch) - }	10 54 p. m.	10 30 p. m.	To and from, four times daily.
Cheltenham and - - - - - }	2 25 a. m.	3 20 a. m.	
Railway Station (1st despatch) - }	3 5 a. m.	2 40 a. m.	To and from, four times daily.
Cheltenham and - - - - - }	4 45 a. m.	5 45 a. m.	
Railway Station (2d despatch) - }	5 30 a. m.	5 0 a. m.	To and from, four times daily.
Cheltenham and - - - - - }	7 0 p. m.	8 0 p. m.	
Railway Station (3d despatch) - }	7 45 p. m.	7 15 p. m.	To and from, four times daily.
Cheltenham and - - - - - }	8 45 p. m.	9 45 p. m.	
Railway Station (4th despatch) - }	9 30 p. m.	9 0 p. m.	To and from, once daily.
Coventry and - - - - - }	2 0 p. m.	8 30 a. m.	
Stratford-on-Avon - - - - - }	6 0 a. m.	4 30 p. m.	To and from, once daily.
Cowes and - - - - - }	5 0 p. m.	6 0 p. m.	
Newport (Isle of Wight) - - - - - }	(†)	—	To and from, twice daily.
Cowton Railway Station and - - - }	9 0 a. m.	8 40 a. m.	
Richmond (1st despatch) - - - }	7 10 a. m.	10 30 a. m.	To and from, twice daily.
Cowton Railway Station and - - - }	3 35 p. m.	3 30 p. m.	
Richmond (2d despatch) - - - }	2 0 p. m.	5 5 p. m.	To and from, three times daily.
Dewsbury and - - - - - }	10 30 a. m.	11 45 a. m.	
Railway Station (1st despatch) - }	11 10 a. m.	11 0 a. m.	To and from, three times daily.
Dewsbury and - - - - - }	12 45 p. m.	2 0 p. m.	
Railway Station (2d despatch) - }	1 25 p. m.	1 15 p. m.	To and from, three times daily.
Dewsbury and - - - - - }	7 30 p. m.	8 39 p. m.	
Railway Station (3d despatch) - }	8 9 p. m.	8 0 p. m.	

(continued)

(*) The coach is employed one way only, as there is no bag back from Worthing in the morning.

(†) The coach is employed one way only, as there is no bag back from Newport in the morning.

TOWNS BETWEEN WHICH THE COACHES RUN. — COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Droitwich and - - - - - }	3 20 a.m.	4 35 a.m.	To and from, twice daily.
Railway Station (1st despatch - - }	4 15 a.m.	3 40 a.m.	
Droitwich and - - - - - }	8 10 p.m.	9 10 p.m.	To and from, once daily.
Railway Station (2d despatch) - }	8 55 p.m.	8 25 p.m.	
Falmouth and - - - - - }	7 30 a.m.	9 40 p.m.	To and from, once daily.
Helstone - - - - - }	8 0 p.m.	9 10 a.m.	
Gloucester and - - - - - }	8 15 a.m.	7 15 p.m.	To and from, once daily.
Cheltenham - - - - - }	6 15 p.m.	9 15 a.m.	
Haydonbridge and - - - - - }	8 10 a.m.	6 0 p.m.	To and from, once daily.
Alstone - - - - - }	3 10 p.m.	11 0 a.m.	
Huddersfield and - - - - - }	10 45 a.m.	11 50 a.m.	To and from, four times daily.
Cooperbridge Station (1st despatch) }	11 19 a.m.	11 15 a.m.	
Huddersfield and - - - - - }	12 40 p.m.	1 45 p.m.	To and from, four times daily.
Cooperbridge Station (2d despatch) }	1 15 p.m.	1 10 p.m.	
Huddersfield and - - - - - }	7 40 p.m.	9 0 p.m.	To and from, four times daily.
Cooperbridge Station (3d despatch) }	8 18 p.m.	8 10 p.m.	
Huddersfield and - - - - - }	11 0 p.m.	12 15 a.m.	To and from, four times daily.
Cooperbridge Station (4th despatch) }	11 45 p.m.	11 30 p.m.	
Huddersfield and - - - - - }	10 0 a.m.	9 0 a.m.	To and from, twice daily.
Holmfirth (1st despatch) - - }	8 0 a.m.	11 0 a.m.	
Huddersfield and - - - - - }	6 0 p.m.	4 30 p.m.	To and from, twice daily.
Holmfirth (2d despatch) - - }	3 30 p.m.	7 0 p.m.	
Lichfield and - - - - - }	8 0 a.m.	5 0 p.m.	To and from, twice daily.
Stafford - - - - - }	3 0 p.m.	10 0 a.m.	
Liverpool and - - - - - }	8 0 a.m.	6 0 p.m.	To and from, twice daily.
Southport - - - - - }	3 15 p.m.	10 45 a.m.	
Ludlow and - - - - - }	2 0 p.m.	11 40 a.m.	To and from, once daily.
Knighton - - - - - }	9 0 a.m.	4 40 p.m.	
Macclesfield and - - - - - }	5 45 p.m.	8 45 a.m.	To and from, once daily.
Congleton - - - - - }	7 45 a.m.	6 45 p.m.	
Newport and - - - - - }	2 30 p.m.	10 50 a.m.	To and from, once daily.
Tredegar - - - - - }	7 30 a.m.	5 50 p.m.	
Oxford and - - - - - }	9 0 a.m.	6 30 p.m.	To and from, once daily.
Cirencester - - - - - }	2 0 p.m.	1 30 p.m.	
Rochdale and - - - - - }	11 50 a.m.	12 50 p.m.	To and from, three times daily.
Railway Station (1st despatch) - }	12 38 p.m.	12 0 noon.	
Rochdale and - - - - - }	9 15 p.m.	9 50 p.m.	To and from, three times daily.
Railway Station (2d despatch) - }	9 37 p.m.	9 25 p.m.	
Rochdale and - - - - - }	10 15 p.m.	10 45 p.m.	To and from, three times daily.
Railway Station (3d despatch) - }	10 34 p.m.	10 25 p.m.	
Ross and - - - - - }	8 23 a.m.	4 50 p.m.	To and from, once daily.
Hereford - - - - - }	3 0 p.m.	10 13 a.m.	
Rotherham and - - - - - }	4 0 a.m.	5 0 a.m.	To and from, twice daily.
Railway Station (1st despatch) - }	4 43 a.m.	4 15 a.m.	
Rotherham and - - - - - }	8 0 p.m.	8 45 p.m.	To and from, twice daily.
Railway Station (2d despatch) - }	8 30 p.m.	8 15 p.m.	
Sheffield and - - - - - }	9 0 a.m.	6 45 p.m.	To and from, once daily.
Chesterfield - - - - - }	5 0 p.m.	10 45 a.m.	
Tewkesbury and - - - - - }	1 40 a.m.	3 0 a.m.	To and from, twice daily.
Ashchurch (1st despatch) - - }	2 40 a.m.	2 0 a.m.	
Tewkesbury and - - - - - }	8 40 p.m.	10 0 p.m.	To and from, twice daily.
Ashchurch (2d despatch) - - }	9 40 p.m.	9 0 p.m.	
Thirsk and - - - - - }	4 40 p.m.	8 15 a.m.	To and from, once daily.
Ripon - - - - - }	6 53 a.m.	6 0 p.m.	
Thirsk and - - - - - }	8 12 a.m.	- - -	To and from, twice daily.
Railway Station (1st despatch) - }	- - -	8 22 a.m.	
Thirsk and - - - - - }	4 26 p.m.	- - -	To and from, twice daily.
Railway Station (2d despatch) - }	- - -	4 36 p.m.	

TOWNS BETWEEN WHICH THE CARRIAGES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES—continued.			
	H. M.	H. M.	
Wolverhampton and - - - - - }	6 0 a.m.	8 0 p.m.	} To and from, once daily.
Bridgenorth - - - - - }	6 0 p.m.	8 0 a.m.	
Worcester and - - - - - }	1 0 a.m.	2 46 a.m.	} To and from, four times daily.
Spetchley (1st despatch) - - - }	2 11 a.m.	1 45 a.m.	
Worcester and - - - - - }	3 25 a.m.	5 20 a.m.	
Spetchley (2d despatch) - - - }	4 35 a.m.	4 10 a.m.	
Worcester and - - - - - }	7 35 p.m.	9 10 p.m.	
Spetchley (3d despatch) - - - }	8 35 p.m.	8 25 p.m.	
Worcester and - - - - - }	9 15 p.m.	10 56 p.m.	
Spetchley (4th despatch) - - - }	10 21 p.m.	9 50 p.m.	
Yarm and - - - - - }	7 30 a.m.		}
Railway Station (1st despatch) - }	- - - - -	7 40 a.m.	
Yarm and - - - - - }	2 40 p.m.		
Railway Station (2d despatch) - }	- - - - -	2 50 a.m.	
Yarm and - - - - - }	9 50 a.m.		
Railway Station (3d despatch) - }	- - - - -	10 0 a.m.	
Yarm and - - - - - }	4 0 p.m.		
Railway Station (4th despatch) - }	- - - - -	4 10 p.m.	
Preston and Fleetwood Railway :			}
Preston - - - - - }	8 0 a.m.	5 0 p.m.	
Fleetwood - - - - - }	3 40 p.m.	9 30 a.m.	
Brynmaur and Newbridge Tram Road :			}
Brynmaur - - - - - }	6 15 a.m.	6 15 p.m.	
Newbridge - - - - - }	4 15 p.m.	8 15 a.m.	
SCOTLAND:			
Aberdeen and - - - - - }	7 0 a.m.	8 35 p.m.	}
Banff (1st despatch) - - - - - }	2 30 p.m.	1 5 p.m.	
Aberdeen and - - - - - }	5 30 p.m.	2 5 p.m.	} To and from, twice daily.
Banff (2d despatch) - - - - - }	8 0 a.m.	11 35 a.m.	
Ayr and - - - - - }	10 0 a.m.	4 30 p.m.	}
Newton Stewart - - - - - }	8 0 a.m.	6 - p.m.	
Banff and - - - - - }	12 55 a.m.	12 15 p.m.	} To and from, once daily.
Fochabers - - - - - }	8 15 a.m.	4 55 p.m.	
Beanly and - - - - - }	3 30 a.m.	10 40 p.m.	}
Cromarty - - - - - }	7 0 p.m.	7 10 a.m.	
Dingwall and - - - - - }	1 0 a.m.	2 30 p.m.	} To and from, 3 times p' week.
Kyleakin - - - - - }	7 45 a.m.	6 45 p.m.	
Dumfries and - - - - - }	10 0 a.m.	8 0 p.m.	}
Kirkcudbright - - - - - }	4 0 p.m.	2 0 p.m.	
Dunkeld and - - - - - }	2 30 p.m.	11 5 a.m.	}
Kenmore - - - - - }	7 0 a.m.	7 0 p.m.	
Edinburgh and - - - - - }	4 0 p.m.	11 0 a.m.	}
Dunbar - - - - - }	7 0 a.m.	5 0 p.m.	
Edinburgh and - - - - - }	9 0 a.m.	12 0 noon.	}
Peebles - - - - - }	9 0 a.m.	12 0 noon.	
Edinburgh and - - - - - }	4 0 p.m.	- - - - -	}
Dalkeith - - - - - }	- - - - -	4 45 p.m.	
Edinburgh and - - - - - }	4 0 p.m.	11 0 a.m.	} To and from, once daily.
Stirling - - - - - }	7 0 a.m.	8 0 a.m.	
Edinburgh and - - - - - }	- - - - -	8 45 p.m.	}
Musselburgh - - - - - }	8 0 p.m.	- - - - -	
Edinburgh and - - - - - }	4 0 p.m.	11 0 a.m.	}
North Berwick - - - - - }	8 0 a.m.	7 0 p.m.	
Glasgow and - - - - - }	4 0 p.m.	11 0 a.m.	}
Lennox Town - - - - - }	9 0 a.m.	6 0 p.m.	
Glasgow and - - - - - }	4 0 p.m.	11 0 a.m.	}
Milngavie - - - - - }	9 45 a.m.	5 15 p.m.	
(continued)			

(continued)

TOWNS BETWEEN WHICH THE CARRIAGES RUN. COMMON ROAD.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES—continued.			
	H. M.	H. M.	
Glasgow and - - - - -	{ 12 0 noon.	8 0 p.m.	{ Two daily from Glasgow; one daily from Ha- milton.
Hamilton - - - - -	{ 5 0 p.m.	1 30 p.m.	
	6 30 p.m.	6 30 p.m.	
Glasgow and - - - - -	6 0 a.m.	11 0 a.m.	{ To and from, once daily.
Edinburgh - - - - -	6 0 a.m.	11 0 a.m.	
Glasgow and - - - - -	5 0 p.m.	4 45 p.m.	
Airdrie - - - - -	3 15 p.m.	6 30 p.m.	
Glasgow and - - - - -	4 0 p.m.	11 0 a.m.	
Kirkintullock - - - - -	9 0 a.m.	6 0 p.m.	
Glasgow and - - - - -	5 0 p.m.	3 55 p.m.	
Stirling - - - - -	12 40 p.m.	8 15 p.m.	
Glasgow and - - - - -	4 0 p.m.	11 0 a.m.	
Rutherglen - - - - -	10 40 a.m.	4 20 p.m.	
Glasgow and - - - - -	5 0 p.m.	11 0 a.m.	{ To and from, twice a week.
Strathaven - - - - -	6 45 a.m.	9 15 p.m.	
Glasgow and - - - - -	5 0 a.m.	8 30 p.m.	{ To and from, once daily.
Carlisle (<i>via</i> Dumfries) - - - - -	6 30 a.m.	7 0 p.m.	
Glasgow and - - - - -	4 0 p.m.	11 0 a.m.	{ To and from, twice a week.
Alloa - - - - -	6 30 a.m.	8 30 p.m.	
Golspie and - - - - -	6 0 a.m.	3 40 p.m.	{ To and from, once daily.
Furgue - - - - -	6 0 a.m.	3 40 p.m.	
Kirkcaldy and - - - - -	8 30 a.m.	8 0 p.m.	{ To and from, once daily.
Crail - - - - -	4 30 p.m.	12 0 noon.	
Perth and - - - - -	10 30 a.m.	8 10 p.m.	{ To and from, 3 times a week.
Blairgowrie - - - - -	6 0 p.m.	12 40 p.m.	
Stranraer and - - - - -	- - -	10 0 a.m.	{ To and from, once daily.
Dromore - - - - -	7 0 a.m.	- - -	
Thurso and - - - - -	7 0 a.m.	4 15 p.m.	{ To and from, once daily.
Furgue - - - - -	7 0 a.m.	4 15 p.m.	
Wick and - - - - -	6 0 p.m.	3 30 p.m.	{ To and from, once daily.
Huna - - - - -	12 30 p.m.	9 0 p.m.	
RAILROADS.			
Arbroath and - - - - -	8 30 a.m.	6 0 p.m.	{ To and from, once daily.
Forfar - - - - -	5 0 p.m.	9 30 a.m.	
Glasgow and - - - - -	7 30 a.m.	1 0 p.m.	{ To and from, twice daily.
Ayr (1st despatch) - - - - -	11 0 a.m.	9 30 a.m.	
Glasgow and - - - - -	4 30 p.m.	9 0 p.m.	{ To and from, 3 times daily.
Ayr (2d despatch) - - - - -	7 0 p.m.	6 30 p.m.	
Glasgow and - - - - -	12 0 noon.	1 30 p.m.	{ To and from, 3 times daily.
Greenock (1st despatch) - - - - -	12 30 p.m.	1 0 p.m.	
Glasgow and - - - - -	2 0 p.m.	4 30 p.m.	{ To and from, twice daily.
Greenock (2d despatch) - - - - -	3 30 p.m.	3 0 p.m.	
Glasgow and - - - - -	5 0 p.m.	9 30 p.m.	{ One specially between Glasgow and Paisley.
Greenock (3d despatch) - - - - -	8 30 p.m.	6 0 p.m.	
Glasgow and - - - - -	9 0 a.m.	- - -	{ To and from, twice daily.
Paisley - - - - -	- - -	- - -	
Kilwinning and - - - - -	8 45 a.m.	11 35 p.m.	{ To and from, twice daily.
Ardrossan (1st despatch) - - - - -	11 15 a.m.	9 5 a.m.	
Kilwinning and - - - - -	5 45 p.m.	7 35 p.m.	{ To and from, twice daily.
Ardrossan (2d despatch) - - - - -	7 15 p.m.	6 5 p.m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of road.

IRELAND.

TOWNS BETWEEN WHICH THE COACHES RUN.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
MAIL COACHES:	H. M.	H. M.	
Dublin and - - - - - }	8 30 a.m.	6 0 p.m.	To and from once daily.
Belfast (Day) - - - - - }	6 10 a.m.	8 20 p.m.	
Dublin and - - - - - }	8 30 a.m.	5 45 p.m.	
Kilkenny - - - - - }	8 30 a.m.	5 45 p.m.	
Ballina and - - - - - }	8 30 a.m.	6 30 p.m.	
Castlebar - - - - - }	3 30 p.m.	11 30 a.m.	
Belfast and - - - - - }	9 0 a.m.	6 0 p.m.	
Larne - - - - - }	2 45 p.m.	12 15 p.m.	
Cork and - - - - - }	4 0 p.m.	12 0 noon.	
Cloughnakilly - - - - - }	7 25 a.m.	8 35 p.m.	
Galway and - - - - - }	7 45 a.m.	8 15 p.m.	
Tuam - - - - - }	5 15 p.m.	10 45 a.m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of roads.

CONVEYANCES, NOT BEING MAIL COACHES.

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
	H. M.	H. M.	
Antrim and - - - - - }	10 45 a.m.	3 50 p.m.	To and from, once daily.
Ballymena - - - - - }	2 20 p.m.	12 15 p.m.	
Antrim and - - - - - }	10 45 a.m.	3 20 p.m.	
Randalstown - - - - - }	2 30 p.m.	11 35 a.m.	
Armagh and - - - - - }	7 30 a.m.	7 0 p.m.	
Monaghan - - - - - }	4 0 p.m.	10 30 a.m.	
Athlone and - - - - - }	6 0 a.m.	9 0 p.m.	
Roscommon - - - - - }	6 10 p.m.	9 0 a.m.	
Ballina and - - - - - }	3 50 p.m.	12 2 p.m.	
Crosmolina - - - - - }	10 45 a.m.	5 2 p.m.	
Ballina and - - - - - }	3 45 p.m.	12 0 noon.	
Kilala - - - - - }	10 40 a.m.	5 5 p.m.	
Ballina and - - - - - }	3 45 p.m.	12 0 noon.	
Twinford - - - - - }	9 0 a.m.	6 45 p.m.	
Ballinasloe and - - - - - }	7 40 a.m.	7 0 p.m.	
Parsonstown - - - - - }	2 45 p.m.	11 55 a.m.	
Ballinrobe and - - - - - }	12 0 noon.	4 0 p.m.	
Hollymount - - - - - }	3 10 p.m.	12 50 p.m.	
Ballymoney and - - - - - }	7 0 a.m.	7 10 p.m.	
Ballycastle - - - - - }	4 30 p.m.	9 40 a.m.	
Ballyshannon and - - - - - }	1 20 p.m.	1 30 p.m.	
Donegal - - - - - }	11 15 a.m.	3 35 p.m.	
Bandon and - - - - - }	11 20 a.m.	3 40 p.m.	
Dunmanway - - - - - }	1 45 p.m.	1 20 p.m.	
Belfast and - - - - - }	9 0 a.m.	5 15 p.m.	
Bangor - - - - - }	3 0 p.m.	11 0 a.m.	
Belfast and - - - - - }	9 0 a.m.	Uncertain -	
Donaghadee - - - - - }	Uncertain -	11 10 a.m.	
Belfast and - - - - - }	10 0 a.m.	5 45 p.m.	
Portaferry - - - - - }	1 15 p.m.	2 30 p.m.	
Buttevant and - - - - - }	2 30 p.m.	12 30 p.m.	
Kanturk - - - - - }	10 30 a.m.	4 30 p.m.	

(continued)

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Carlow and - - - -}	5 30 a. m.	8 0 p. m.	To and from, once daily.
Ballyragget - - - -}	4 45 p. m.	8 41 a. m.	
Corlow and - - - -}	5 30 a. m.	8 8 p. m.	
Newtown Barry - - -}	4 45 p. m.	8 53 a. m.	
Carrick-on-Shannon and -}	8 10 a. m.	7 20 p. m.	
Ballinamore - - - -}	4 30 p. m.	11 0 a. m.	
Castlebar and - - - -}	3 20 p. m.	12 20 p. m.	
Newport Mayo - - - -}	10 20 a. m.	5 20 p. m.	
Cavan and - - - -}	6 0 a. m.	8 30 p. m.	
Killeshandra - - - -}	6 30 p. m.	7 50 a. m.	
Clogheen and - - - -}	11 5 a. m.	4 35 p. m.	To and from, twice daily.
Lismore - - - -}	2 45 p. m.	1 0 p. m.	
Clonmel and - - - -}	9 17 a. m.	6 5 p. m.	
Limerick - - - -}	11 45 a. m.	3 33 p. m.	
Clonmel and - - - -}	9 20 a. m.	2 37 p. m.	
Roscrea - - - -}	5 30 a. m.	7 20 p. m.	
Clonmel and - - - -}	3 0 p. m.	7 0 p. m.	
Waterford - - - -}	3 0 p. m.	7 0 p. m.	
Coleraine and - - - -}	6 0 a. m.	10 0 a. m.	
Portrush (1st despatch) -}	8 30 a. m.	7 30 a. m.	
Coleraine and - - - -}	5 20 p. m.	9 0 p. m.	To and from, once daily.
Portrush (2d despatch) -}	7 30 p. m.	6 50 p. m.	
Cootehill and - - - -}	7 30 p. m.	6 30 a. m.	
Lavy Strand - - - -}	4 30 a. m.	9 30 p. m.	
Cork and - - - -}	8 30 a. m.	8 0 a. m.	
Carrigaline (1st despatch) -}	6 0 a. m.	10 30 a. m.	
Cork and - - - -}	4 30 p. m.	4 0 p. m.	
Carrigaline (2d despatch) -}	2 0 p. m.	6 30 p. m.	
Carrigalow and - - - -}	10 6 a. m.	6 24 a. m.	
Cove (1st despatch) - -}	6 0 a. m.	10 30 a. m.	
Carrigalow and - - - -}	6 6 p. m.	2 24 p. m.	To and from, twice daily.
Cove (2d despatch) - -}	2 0 p. m.	10 30 a. m.	
Cork and - - - -}	4 0 p. m.	8 0 a. m.	
Ballincollig - - - -}	7 0 a. m.	5 0 p. m.	
Derry and - - - -}	2 40 p. m.	10 12 a. m.	
Buncrana - - - -}	8 0 a. m.	4 52 p. m.	
Derry and - - - -}	2 40 p. m.	10 0 a. m.	
Dungiven - - - -}	6 45 a. m.	6 40 p. m.	
Derry and - - - -}	2 40 p. m.	10 0 a. m.	
Moville - - - -}	7 0 a. m.	5 40 p. m.	
Derry and - - - -}	2 40 p. m.	11 45 a. m.	To and from, once daily.
Newtown Limavady - -}	9 0 a. m.	5 35 p. m.	
Donegal and - - - -}	4 20 p. m.	10 0 a. m.	
Killybegs - - - -}	6 50 a. m.	7 30 p. m.	
Drogheda and - - - -}	6 30 a. m.	6 30 p. m.	
Louth - - - -}	2 40 p. m.	10 0 a. m.	
Drogheda and - - - -}	5 0 p. m.	8 30 a. m.	
Navan - - - -}	6 0 a. m.	7 30 p. m.	
Dublin and - - - -}	8 0 a. m.	6 40 p. m.	
Drogheda - - - -}	2 0 p. m.	12 40 p. m.	
Dublin and - - - -}	8 0 a. m.	6 30 p. m.	
Howth - - - -}	5 0 p. m.	9 30 a. m.	
Dublin and - - - -}	8 0 a. m.	5 20 p. m.	
Celbridge - - - -}	3 45 p. m.	9 35 a. m.	
Dublin and - - - -}	8 0 a. m.	5 30 p. m.	
Enniskerry - - - -}	3 30 p. m.	10 0 a. m.	
Dundalk and - - - -}	8 30 a. m.	4 30 p. m.	
Carrickmacross - - - -}	2 0 p. m.	11 0 a. m.	
Dungannon and - - - -}	9 0 a. m.	6 0 p. m.	
Coleraine - - - -}	10 30 a. m.	4 30 p. m.	

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Dungannon and - - - - }	9 15 a. m.	5 15 p. m.	To and from, once daily.
Omagh - - - - }	12 0 noon.	2 45 p. m.	
Enniscorthy and - - - - }	8 0 a. m.	5 0 p. m.	
Wexford - - - - }	3 0 p. m.	10 0 a. m.	
Ennis and - - - - }	12 50 p. m.	2 25 p. m.	
Kilrush - - - - }	10 10 a. m.	5 5 p. m.	
Ennis and - - - - }	12 50 p. m.	12 5 p. m.	
Miltown Malbay - - - - }	8 0 a. m.	4 55 p. m.	
Enniskillen and - - - - }	9 30 a. m.	5 15 p. m.	
Pettigo - - - - }	2 15 p. m.	12 45 p. m.	
Enniskillen and - - - - }	9 20 a. m.	5 30 p. m.	
Sligo - - - - }	12 20 p. m.	2 30 p. m.	
Eyre court and - - - - }	9 40 a. m.	5 10 p. m.	
Portumna - - - - }	3 30 p. m.	11 20 a. m.	
Fermoy and - - - - }	5 40 a. m.	8 45 p. m.	
Youghal - - - - }	4 45 p. m.	9 40 a. m.	
Galway and - - - - }	12 15 p. m.	3 0 p. m.	
Clifden - - - - }	7 0 a. m.	8 15 p. m.	
Garvagh and - - - - }	3 45 p. m.	11 45 a. m.	
Ballymoney - - - - }	10 0 a. m.	5 30 p. m.	
Glenbower and - - - - }	7 50 a. m.	7 20 p. m.	
Piltown - - - - }	6 0 p. m.	9 10 a. m.	
Half-way House and - - - - }	9 43 a. m.	1 35 p. m.	
Kinsale - - - - }	12 30 p. m.	10 38 a. m.	
Kilbeggan and - - - - }	5 0 a. m.	8 20 p. m.	
Banagher - - - - }	4 0 p. m.	9 20 a. m.	
Kilkenny and - - - - }	6 0 a. m.	7 40 p. m.	
Thurles - - - - }	2 30 p. m.	11 10 a. m.	
Killarney and - - - - }	7 0 p. m.	8 42 a. m.	
Kenmare - - - - }	5 30 a. m.	10 12 p. m.	
Killarney and - - - - }	9 50 a. m.	6 15 p. m.	
Tralee - - - - }	2 45 p. m.	12 37 p. m.	
Kilrush and - - - - }	5 35 p. m.	9 45 a. m.	
Kilkee - - - - }	8 15 a. m.	7 5 p. m.	
Kilkenny and - - - - }	5 37 a. m.	9 30 p. m.	
Ross - - - - }	5 30 p. m.	9 37 a. m.	
Kingstown and - - - - }	9 0 a. m.	6 0 p. m.	
Newtown Mount Kennedy - }	3 34 p. m.	11 36 a. m.	
Larne and - - - - }	12 35 p. m.	2 40 p. m.	
Ballycastle - - - - }	7 0 a. m.	8 0 p. m.	
Letterkenny and - - - - }	3 30 p. m.	10 0 a. m.	
Dunfanaghy - - - - }	6 0 a. m.	7 30 p. m.	
Letterkenny and - - - - }	3 30 p. m.	12 0 noon	
Ramelton - - - - }	10 30 a. m.	5 0 p. m.	
Limerick and - - - - }	10 0 a. m.	5 30 p. m.	
Tulla - - - - }	2 30 p. m.	1 0 p. m.	
Longford and - - - - }	5 40 a. m.	9 0 p. m.	
Ballaghaderin - - - - }	4 0 p. m.	10 40 a. m.	
Loughbrickland and - - - - }	5 40 a. m.	8 30 p. m.	
Portadown - - - - }	6 45 p. m.	7 25 a. m.	
Loughrea and - - - - }	9 30 a. m.	6 15 p. m.	
Gort - - - - }	4 0 p. m.	11 45 a. m.	
Magherafelt and - - - - }	12 30 p. m.	11 15 a. m.	
Portglenon - - - - }	9 30 a. m.	2 15 p. m.	
Malin and - - - - }	6 0 a. m.	6 40 p. m.	
Quigley's Point - - - - }	4 15 p. m.	8 30 a. m.	
Mallow and - - - - }	3 15 p. m.	7 40 a. m.	
Mitchelstown - - - - }	4 20 a. m.	6 35 p. m.	
Maryborough and - - - - }	6 0 a. m.	7 47 p. m.	
Kilkenny - - - - }	2 30 p. m.	11 17 a. m.	

MAIL CARS ON COMMON ROADS.	DEPART FROM.	ARRIVE AT.	NUMBER OF TIMES DAILY.
CONVEYANCES, NOT BEING MAIL COACHES— <i>continued.</i>			
	H. M.	H. M.	
Monaghan and - - - - }	3 45 a. m.	9 30 p. m.	To and from, once daily.
Newry - - - - }	4 0 p. m.	9 15 a. m.	
Mullingar and - - - - }	4 0 a. m.	7 45 p. m.	
Athlone - - - - }	2 0 p. m.	9 45 a. m.	
Mullingar and - - - - }	3 0 a. m.	10 40 p. m.	
Kilbeggan - - - - }	8 40 p. m.	5 0 a. m.	
Newry and - - - - }	4 0 p. m.	9 0 a. m.	
Armagh - - - - }	6 0 a. m.	7 0 p. m.	
Newry and - - - - }	4 45 a. m.	9 40 p. m.	
Belfast - - - - }	1 10 p. m.	1 15 p. m.	
Newry and - - - - }	4 45 a. m.	9 50 p. m.	
Kilkeel - - - - }	6 50 p. m.	7 45 a. m.	
Omagh and - - - - }	10 20 a. m.	4 30 p. m.	
Enniskillen - - - - }	12 0 noon.	3 0 p. m.	
Rathcormack and - - - - }	6 20 a. m.	7 30 p. m.	
Killeagh - - - - }	3 45 p. m.	10 16 a. m.	
Rathkeale and - - - - }	12 30 p. m.	3 0 p. m.	
Listowell - - - - }	9 30 a. m.	6 0 p. m.	
Roscrea and - - - - }	5 30 a. m.	8 0 p. m.	
Portumna - - - - }	3 30 p. m.	10 0 a. m.	
Roscrea and - - - - }	5 45 a. m.	7 51 p. m.	To and from Skibbereen and Skull six days in the week, and to and from Skibbereen and Crook- haven three days.
Parsonstown - - - - }	6 0 p. m.	7 36 a. m.	
Ross and - - - - }	10 20 a. m.	4 36 p. m.	
Fethard - - - - }	1 25 p. m.	1 21 p. m.	
Ross and - - - - }	10 20 a. m.	5 0 p. m.	
Enniscorthy - - - - }	1 48 p. m.	1 32 p. m.	
Skibbereen, Skull, and - - - - }	3 40 p. m.	8 0 a. m.	
Crookhaven - - - - }	3 0 a. m.	8 40 p. m.	
Strabane and - - - - }	4 0 p. m.	12 0 noon.	
Castlederg - - - - }	10 0 a. m.	6 0 p. m.	
Strabane and - - - - }	12 50 p. m.	3 0 p. m.	
Letterkenny - - - - }	12 30 p. m.	3 16 p. m.	
Strabane and - - - - }	12 50 p. m.	3 15 p. m.	
Stranorlar - - - - }	1 15 p. m.	2 50 p. m.	
Thurles and - - - - }	8 42 a. m.	3 48 p. m.	
Killynaule - - - - }	2 0 p. m.	10 30 a. m.	
Tarbert and - - - - }	6 0 a. m.	8 30 p. m.	
Tralee - - - - }	3 0 p. m.	11 30 a. m.	
Tralee and - - - - }	6 20 p. m.	9 18 a. m.	To and from, once daily.
Ballyheigue - - - - }	7 30 p. m.	8 8 p. m.	
Tralee and - - - - }	6 20 p. m.	9 30 a. m.	
Dingle - - - - }	5 30 a. m.	10 20 p. m.	
Tralee and - - - - }	4 15 p. m.	9 30 p. m.	
Caherciveen - - - - }	2 15 p. m.	11 45 p. m.	
Tuam and - - - - }	11 25 a. m.	4 27 p. m.	
Dunmore - - - - }	3 0 p. m.	12 52 p. m.	
Tuam and - - - - }	11 25 a. m.	4 20 p. m.	
Headford - - - - }	2 32 p. m.	1 13 p. m.	
Tullamore and - - - - }	6 15 a. m.	6 0 p. m.	
Mountmellick - - - - }	3 36 p. m.	8 39 a. m.	
Waterford and - - - - }	9 30 a. m.	5 30 p. m.	
Tramore - - - - }	4 20 p. m.	10 40 a. m.	
Westport and - - - - }	7 31 a. m.	8 14 p. m.	
Castlebar - - - - }	6 30 p. m.	9 15 a. m.	

The Postmaster-general has not considered it necessary to resort to the expense of mail guards on these lines of road.

RETURN of the NUMBER of MAIL GUARDS appointed in *Great Britain* and *Ireland* in the Years ended 5 April 1837, 1838, 1839, 1840, and 1841.

1837.	1838.	1839.	1840.	1841.	TOTAL.
55	39	25	19	11	149

The appointment of Mail Guards rests with the Postmaster-general.

General Post-office, }
21 June 1841. }

(signed) *Geo. Stow*,
Surveyor and Superintendent of Mail Coaches.

W. L. MABERLY,
Secretary.

MAIL GUARDS.

RETURN of the NUMBER, NAMES, and WAGES
of MAIL GUARDS, employed by the Post-
Office.

(*Mr. Wallace.*)

*Ordered, by The House of Commons, to be Printed,
22 June 1841.*

431.

Under 3 oz.

LONDON AND EDINBURGH MAILS.

RETURN to an Order of the Honourable The House of Commons, dated 2 April 1841 ;—*for*,

A RETURN of the following Particulars of the latest ARRANGEMENTS for the CONVEYANCE of the MAILS between LONDON and EDINBURGH :

TIME OF ARRIVAL of the EVENING MAIL at *Lancaster* ; Time of Dispatch from *Lancaster* to *Edinburgh* ; Time of Arrival at each intermediate Post Town between *Lancaster* and *Edinburgh*, and at *Edinburgh*.

SIMILAR RETURN as regards the MORNING MAIL from *London* to *Lancaster* and *Edinburgh*.

TIME OF ARRIVAL of the EVENING MAIL at *Darlington* ; Time of Dispatch from *Darlington* to *Edinburgh* ; Time of Arrival at each intermediate Post Town between *Darlington* and *Edinburgh*, and at *Edinburgh*.

DEPARTURE by the Route of the Mail from *London* to *Lancaster* and from *London* to *Darlington*, respectively.

EVENING MAIL.

Distance by Route of Mail from General Post Office, London, to Lancaster.	Time of Arrival of the London Mail at Lancaster.	Time of Dispatch from Lancaster.	Time of Arrival at Burton.	Time of Arrival at Kendal.	Time of Arrival at Penrith.	Time of Arrival at Carlisle.	Time of Arrival at Longtown.	Time of Arrival at Langholm.	Time of Arrival at Hawick.	Time of Arrival at Selkirk.	Time of Arrival at Fushie Bridge.	Time of Arrival at Edinburgh.
Miles. fur. 241 3	7 51 A.M.	8 21 A.M.	9 21 A.M.	10 26 A.M.	1 22 P.M.	3 11 P.M.	4 42 P.M.	5 54 P.M.	8 19 P.M.	9 38 P.M.	12 34 A.M.	1 44 A.M.

MORNING MAIL.

Distance by Route of Mail from General Post Office, London, to Lancaster.	Time of Arrival of the London Mail at Lancaster.	Time of Dispatch from Lancaster.	Time of Arrival at Burton.	Time of Arrival at Kendal.	Time of Arrival at Penrith.	Time of Arrival at Carlisle.	Time of Arrival at Longtown.	Time of Arrival at Langholm.	Time of Arrival at Hawick.	Time of Arrival at Selkirk.	Time of Arrival at Fushie Bridge.	Time of Arrival at Edinburgh.
Miles. fur. 241 3	8 41 P.M.	9 11 P.M.	10 12 P.M.	11 18 P.M.	2 14 A.M.	4 2 A.M.	5 23 A.M.	6 35 A.M.	9 A.M.	10 19 A.M.	1 15 P.M.	2 25 P.M.

EVENING MAIL.

Distance by Route of Mail from General Post Office, London, to Darlington.	Time of Arrival of London Evening Mail at Darlington.	Time of Dispatch from Darlington.	Time of Arrival at Rushford.	Time of Arrival at Durham.	Time of Arrival at Chester-le-Street.	Time of Arrival at Gateshead.	Time of Arrival at Newcastle.	Time of Arrival at Morpeth.	Time of Arrival at Alnwick.	Time of Arrival at Belford.	Time of Arrival at Berwick.	Time of Arrival at Houndwood.	Time of Arrival at Dunbar.	Time of Arrival at Haddington.	Time of Arrival at Edinburgh.
Miles. fur. 264 6	9 34 A.M.	10 A.M.	11 A.M.	11 55 A.M.	12 35 P.M.	1 20 P.M.	1 22 P.M.	2 54 P.M.	4 49 P.M.	6 19 P.M.	7 49 P.M.	9 41 P.M.	11 13 P.M.	12 17 A.M.	1 55 A.M.

General Post Office,
27 April 1841.

Geo. Stow.

W. L. MABERLY.

LONDON AND EDINBURGH MAILS.

**RETURN of the ARRANGEMENTS for the
Conveyance of the MAILS between *London* and
Edinburgh.**

(*Mr. Richard Hodgson*.)

Ordered, by The House of Commons, to be Printed,
30 April 1841.

POST OFFICE MAILS (SCOTLAND).

RETURN to an Order of the Honourable The House of Commons, dated 8 February 1841 ;—for,

A RETURN of the SUMS annually paid on Account of the Post Office to the TRUSTEES of the QUEEN'S FERRY, for the Conveyance of the MAILS across the FIRTH of FORTH ; showing, in separate Columns, the Amount paid, the Length of Conveyance, the Hours at which the different Mails are conveyed, and the Mode in which the Service during the Year is performed, whether by the regular Ferry, Steam-boat or otherwise :—Also, a similar RETURN with regard to the Conveyance of the Mails by the FIFE and MID-LOTHIAN Ferries.

QUEEN'S FERRY.				FIFE AND MID-LOTHIAN FERRY.			
AMOUNT PAID ANNUALLY.	LENGTH OF PASSAGE.	HOURS AT WHICH THE MAILS ARE CONVEYED.	MODE OF CONVEYANCE.	AMOUNT PAID ANNUALLY.	LENGTH OF PASSAGE.	HOURS AT WHICH THE MAILS ARE CONVEYED.	MODE OF CONVEYANCE.
£. 200 - -	Two Miles	- - First Mail for Perth, at 6. 26. A.M. Second Mail for Aberdeen, at five P.M. Third Mail from Perth, at 7. 50. P.M. Fourth Mail from Aberdeen, at four A.M.	- - In summer months frequently the steam-boat is employed, but more frequently the sailing-boat. - - Steam-boat throughout the summer months, and as often as practicable during the winter months. - - Sailing-boat, the steam-boat not plying between sunset and sunrise. Sailing-boat.	£. 300 - -	- - Five miles Six furlongs.	- - First Mail for Aberdeen and Dundee, at 5. 45. A.M. Second Mail from Aberdeen, at 5. 43. P.M.	- - Steam-boat, and when not sufficient water at the piers on either side, the small boat is employed to embark on board of and land from the steam-boat. - - Steam-boat, with the same exceptions as above.
<p>Mem.—Time allowed for crossing, 30 Minutes. Correct as to the amount paid. (signed) C. T. Court, Acct-gen.</p>				<p>Mem.—Time allowed for crossing, 1 Hour and 10 Minutes. Correct as to amount paid. (signed) C. T. Court, Acct-gen.</p>			

General Post Office,
27 February 1841. }

W. L. Maberley,
Secretary.

POST OFFICE MAILS (SCOTLAND).

**RETURN of PAYMENTS by the Post Office for
the Conveyance of MAILS across the Firth of
FORTH, by the QUEEN'S FERRY, and by the FIFE
and MID-LOTHIAN FERRIES.**

(*Mr. Edward Blicc.*)

**Ordered, by The House of Commons, to be Printed,
5 March 1841.**

POST OFFICE PACKETS.

RETURN to an Order of the Honourable The House of Commons,
dated 5 March 1841 ;—for,

A RETURN showing the whole Amount charged against the Public annually for the COMMUNICATION by the MAIL PACKETS between *Port Patrick* and *Donaghadee*, to the period in each of the Three last Years to which the Accounts have been made up.

PERIOD.	N ^o of the Packet.	EXPENSES.				Deduct Receipts for Passage Money, Freight, &c.	Net Annual Amount.
		Building, Outfit, and Repair of the Packets.	Coals supplied to the Packets.	Expenses of the Establishment, &c. &c.	TOTAL.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1838:							
1st January to } 31st December }	- 2	1,465 - -	1,022 - -	2,493 9 8	4,980 9 8	1,031 14 7	3,948 15 1
1839:							
1st January to } 31st December }	- 2	762 - -	1,511 - -	2,849 4 8	5,122 4 8	1,001 13 6	4,120 11 2
1840:							
1st January to } 31st December }	- 2	204 - -	840 - -	2,656 13 9	3,700 13 9	1,028 4 8	2,672 9 1

Admiralty, Somerset House, }
27 March 1841.

J. T. Briggs,
Acc^t Gen^l.

POST OFFICE PACKETS.

A RETURN showing the Expense incurred
in keeping up the COMMUNICATION by the
MAIL PACKETS between *Port Patrick* and
Dougladec, in the Years 1838, 1839 and 1840.

(*Mr. Wallace.*)

*Ordered, by The House of Commons, to be Printed,
14 May 1841.*

LIVERPOOL AND KINGSTOWN, &c. MAILS.

RETURNS to an Order of the Honourable The House of Commons,
dated 12 February 1841 ;—*for*,

— 1. —

RETURN of the HOUR at which the Government STEAM-PACKETS have left the River *Mersey*, and the Number of Hours occupied in the Passages between *Liverpool* and *Kingstown* and *Kingstown* and *Liverpool*, each Day, since the 1st day of March last, with the Name of each Packet ; also, the Number of Times, specifying the Days, that the Mail and Passengers have been conveyed by Tender to and from the Steamer outside the Bar of the *Mersey*, and of the Days on which no Mail has left *Liverpool*.

— 2. —

Similar RETURN from *Holyhead*, stating the Number of Hours occupied in the Passage to and from *Kingstown*, and Days on which no Mail has left *Holyhead*.

— 3. —

RETURN of the HOUR at which the *London* Mail has been received at the *Dublin* Post Office, each Day, since the 1st day of January 1840 ; and the Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London* Mail.

— 4. —

RETURN, showing the Number of MAIL STEAM-PACKETS on the *Liverpool* and *Kingstown*, *Holyhead* and *Kingstown*, *Milford* and *Waterford* Stations, the Expenses incurred in Building and Outfit and Repairs of the Vessels, and the Expenses of the Establishments, and the Total Disbursements, and the Receipts, and Passages, &c., and the Totals of such Charge, from the 1st day of January 1840 to the 1st day of January 1841 :—Also, the Amount paid by the Government for the Contract for conveying the Day Mail from *Liverpool* to *Kingstown* (in continuation of Return 18th June 1840).

(*Mr. W. O. Stanley.*)

Ordered, by The House of Commons, to be Printed,
6 May 1841.

— 1. —

LIVERPOOL STATION.

A RETURN of the HOUR at which the Government STEAM-PACKETS have left the River *Mersey*, and the Number of Hours occupied in the Passages between *Liverpool* and *Kingstown* and *Kingstown* and *Liverpool*, each Day, since the 1st day of March last, with the Name of each Packet; also, the Number of Times, specifying the Days, that the Mails and Passengers have been conveyed by Tender to and from the Steamer outside the Bar of the *Mersey*, and of the Days on which no Mail has left *Liverpool*.

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	HOUR of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1840:		H. M.	H. M.	1840:	H. M.	H. M.
March 1	Medusa -	8 12 a. m.	10 28	March 2	11 56 p. m.	13 41
" 2	Shearwater -	7 10 "	11 0	" 3	11 50 "	17 26
" 8	Merlin -	7 30 "	11 0	" 4	11 50 "	18 5
" 4	Medusa -	7 38 "	10 37	" 5	11 48 "	11 23
" 5	Shearwater -	7 45 "	11 30	" 6	11 50 "	11 35
" 6	Merlin -	7 20 "	11 55	" 7	7 45 "	13 0
" 7	Medusa -	7 17 "	11 28	" 7	11 50 "	11 46
" 8	Shearwater -	7 30 "	12 30	" 8	11 48 "	12 2
" 9	Merlin -	7 30 "	12 20	" 9	11 48 "	12 32
" 10	Medusa -	7 25 "	11 55	" 10	11 48 "	12 10
" 11	Merlin -	7 20 "	12 20	" 12	11 45 "	11 25
" 12	Medusa -	7 47 "	12 33	" 13	11 50 "	10 38
" 13	Shearwater -	7 22 "	14 53	" 14	11 50 "	11 5
" 14	Merlin -	7 45 "	12 35	" 15	11 48 "	11 22
" 15	Medusa -	7 30 "	12 23	" 16	11 45 "	11 5
" 16	Shearwater -	7 40 "	11 10	" 17	11 48 "	11 2
" 17	Merlin -	7 25 "	10 50	" 18	11 48 "	11 2
" 18	Medusa -	7 24 "	11 6	" 19	11 50 "	10 55
" 19	Shearwater -	7 23 "	11 47	" 20	11 50 "	18 0
" 20	Merlin -	7 45 "	12 0	" 21	11 48 "	11 12
" 21	Medusa -	7 42 "	11 33	" 22	11 44 "	12 35
" 22	Shearwater -	7 35 "	15 5	" 23	11 53 "	13 40
" 23	Merlin -	7 25 "	13 5	" 24	11 50 "	12 40
" 24	Medusa -	7 20 "	11 40	" 25	11 47 "	11 56
" 25	Shearwater -	7 15 "	12 11	" 26	11 50 "	12 36
" 26	Merlin -	7 30 "	11 45	" 27	11 45 "	11 35
" 27	Medusa -	7 15 "	11 13	" 28	11 45 "	10 51
" 28	Shearwater -	7 13 "	12 7	" 29	11 49 "	11 6
" 29	Merlin -	7 30 "	10 50	" 30	11 50 "	10 15
" 30	Medusa -	7 6 "	10 54	" 31	11 45 "	10 18
" 31	Shearwater -	7 15 "	12 5	April 1	11 49 "	13 41
April 1	Merlin -	7 30 "	10 45	" 2	11 52 "	13 13
" 2	Medusa -	7 17 "	10 56	" 3	11 50 "	10 35
" 3	Shearwater -	7 15 "	11 35	" 4	11 48 "	11 22
" 4	Merlin -	7 20 "	11 45	" 4	7 50 "	13 25
" 5	Medusa -	7 55 "	11 33	" 5	11 45 "	11 6
" 6	Merlin -	7 45 "	15 15	" 6	11 48 "	14 42
" 7	Shearwater -	7 15 "	14 30	" 7	11 50 "	14 15
" 8	Medusa -	7 20 "	11 50	" 8	11 48 "	11 59
" 9	Merlin -	7 30 "	12 0	" 9	11 48 "	11 42
" 10	Shearwater -	7 18 "	12 17	" 10	11 50 "	11 44
" 11	Medusa -	7 10 "	12 40	" 11	11 48 "	11 0
" 12	Merlin -	7 40 "	10 30	" 12	11 48 "	10 42
" 13	Shearwater -	7 0 "	11 25	" 13	11 50 "	11 5
" 14	Urgent -	7 5 "	11 5	" 14	11 40 "	10 50
" 15	Merlin -	7 20 "	10 40	" 15	11 50 "	10 50
" 16	Shearwater -	7 15 "	11 55	" 16	11 48 "	12 52
" 17	Urgent -	7 12 "	11 23	" 17	11 51 "	11 39
" 18	Merlin -	7 25 "	10 50	" 18	11 48 "	11 32
" 19	Shearwater -	7 15 "	11 45	" 19	11 50 "	11 25
" 20	Urgent -	7 2 "	12 15	" 20	11 45 "	11 45
" 21	Medusa -	7 23 "	12 0	" 21	11 45 "	11 40
" 22	Shearwater -	7 23 "	12 22	" 22	11 50 "	12 3
" 23	Urgent -	7 8 "	12 20	" 23	11 52 "	12 13
" 24	Medusa -	7 7 "	11 53	" 24	11 47 "	12 48
" 25	Shearwater -	7 15 "	12 25	" 25	11 48 "	12 7
" 26	Urgent -	7 22 "	11 48	" 26	11 40 "	11 55
" 27	Medusa -	7 15 "	10 48	" 27	11 44 "	11 19
" 28	Shearwater -	7 8 "	11 47	" 28	11 48 "	11 12
" 29	Urgent -	7 12 "	10 51	" 29	11 50 "	11 0
" 30	Medusa -	7 5 "	10 40	" 30	11 45 "	10 27

1.—LIVERPOOL STATION—continued.

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	HOUR of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1840:		H. M.	H. M.	1840:	H. M.	H. M.
May 1	Shearwater -	8 45 a. m.	10 50	May 1	11 45 p. m.	11 10
" 2	Urgent -	7 7 "	11 23	" 2	11 45 "	11 5
" 3	Medusa -	7 18 "	11 12	" 3	11 45 "	11 30
" 4	Shearwater -	7 10 "	11 50	" 4	11 50 "	12 3
" 5	Urgent -	7 20 "	11 40	" 5	11 46 "	12 54
" 6	Medusa -	7 15 "	11 30	" 6	11 47 "	13 58
" 7	Shearwater -	7 15 "	12 33	" 7	11 47 "	12 53
" 8	Urgent -	7 10 "	12 30	" 8	11 46 "	12 44
" 9	Medusa -	7 13 "	11 15	" 9	11 56 "	17 29
" 10	Shearwater -	7 10 "	11 55	" 10	11 45 "	16 7
" 11	Urgent -	7 5 "	10 45	" 11	11 50 "	13 0
" 12	Medusa -	7 13 "	10 30	" 12	11 48 "	11 47
" 13	Shearwater -	7 5 "	11 10	" 13	11 50 "	11 20
" 14	Urgent -	7 10 "	11 0	" 14	11 46 "	10 44
" 15	Medusa -	7 13 "	10 59	" 15	11 40 "	10 30
" 16	Shearwater -	7 10 "	12 5	" 16	11 48 "	11 17
" 17	Urgent -	7 20 "	13 10	" 17	11 51 "	11 37
" 18	Medusa -	7 18 "	11 37	" 18	11 48 "	12 7
" 19	Shearwater -	7 15 "	12 0	" 19	11 50 "	11 50
" 20	Urgent -	7 35 "	12 55	" 20	11 41 "	12 19
" 21	Medusa -	7 20 "	12 5	" 21	11 53 "	11 50
" 22	Shearwater -	7 15 "	13 10	" 22	11 50 "	12 15
" 23	Urgent -	7 5 "	12 25	" 23	11 48 "	12 42
" 24	Medusa -	7 32 "	13 35	" 24	11 55 "	11 40
" 25	Shearwater -	7 20 "	15 55	" 26	0 15 a. m.	13 0
" 26	Urgent -	7 5 "	11 23	" 26	11 52 p. m.	11 53
" 27	Merlin -	7 15 "	10 55	" 27	11 40 "	11 10
" 28	Shearwater -	7 5 "	12 40	" 28	11 48 "	11 7
" 29	Urgent -	7 4 "	11 51	" 29	11 46 "	10 34
" 30	Merlin -	7 15 "	10 45	" 30	11 45 "	10 0
" 31	Shearwater -	7 20 "	13 15	" 31	11 55 "	11 0
June 1	Urgent -	7 10 "	12 1	June 1	11 52 "	10 53
" 2	Merlin -	7 25 "	11 45	" 2	11 45 "	11 5
" 3	Shearwater -	8 0 "	13 45	" 3	11 48 "	12 7
" 4	Urgent -	7 12 "	12 8	" 4	11 46 "	12 22
" 5	Merlin -	7 30 "	11 30	" 5	11 48 "	12 32
" 6	Shearwater -	7 18 "	12 17	" 6	11 47 "	12 31
" 7	Urgent -	7 20 "	12 30	" 7	11 47 "	12 28
" 8	Merlin -	7 20 "	10 29	" 8	11 50 "	12 20
" 9	Shearwater -	7 5 "	11 48	" 9	11 47 "	12 23
" 10	Urgent -	7 2 "	11 13	" 10	11 47 "	11 0
" 11	Merlin -	7 20 "	10 50	" 11	11 50 "	11 0
" 12	Shearwater -	7 5 "	13 25	" 12	11 50 "	11 15
" 13	Urgent -	7 22 "	11 21	" 13	11 49 "	10 55
" 14	Merlin -	7 25 "	11 45	" 14	11 50 "	10 20
" 15	Shearwater -	7 5 "	12 35	" 15	11 48 "	11 2
" 16	Urgent -	7 20 "	13 30	" 16	11 47 "	10 35
" 17	Merlin -	7 50 "	15 50	" 18	1 10 a. m.	10 15
" 18	Shearwater -	7 15 "	15 10	" 18	11 58 p. m.	11 40
" 19	Urgent -	7 17 "	13 53	" 19	11 48 "	11 45
" 20	Merlin -	7 40 "	13 30	" 20	11 50 "	11 40
" 21	Shearwater -	7 23 "	13 52	" 21	11 45 "	12 38
" 22	Urgent -	7 17 "	13 52	" 22	11 54 "	13 11
" 23	Merlin -	7 28 "	12 17	" 23	11 50 "	11 45
" 24	Shearwater -	7 16 "	13 14	" 24	11 48 "	12 27
" 25	Urgent -	7 6 "	14 40	" 25	11 47 "	11 23
" 26	Merlin -	7 30 "	11 20	" 26	11 50 "	10 50
" 27	Medusa -	7 15 "	11 2	" 27	11 53 "	10 17
" 28	Urgent -	7 15 "	11 8	" 28	11 52 "	10 36
" 29	Merlin -	7 20 "	10 20	" 29	11 50 "	10 30
" 30	Medusa -	7 15 "	11 45	" 30	11 55 "	10 25

1.—LIVERPOOL STATION—continued.

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	HOUR of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1840:		H. M.	H. M.	1840:	H. M.	H. M.
July 1	Urgent -	7 25 a. m.	13 45	July 1	11 48 p. m.	11 27
" 2	Merlin -	7 50 "	11 22	" 2	11 50 "	11 25
" 3	Medusa -	8 0 "	16 37	" 4	1 40 a. m.	10 54
" 4	Urgent -	7 55 "	13 26	" 4	11 54 p. m.	12 1
" 5	Merlin -	7 50 "	16 25	" 6	1 48 a. m.	11 42
" 6	Medusa -	7 10 "	13 57	" 6	11 50 p. m.	11 34
" 7	Urgent -	7 40 "	13 33	" 7	11 52 "	11 48
" 8	Merlin -	7 20 "	13 15	" 8	11 50 "	11 0
" 9	Medusa -	7 5 "	13 10	" 9	11 50 "	10 36
" 10	Urgent -	7 8 "	12 2	" 10	11 47 "	11 20
" 11	Merlin -	7 15 "	12 5	" 12	0 25 a. m.	10 20
" 12	Medusa -	7 5 "	11 57	" 12	11 55 p. m.	10 25
" 13	Urgent -	7 10 "	11 5	" 13	11 51 "	10 49
" 14	Merlin -	7 35 "	11 7	" 14	11 50 "	10 15
" 15	Medusa -	7 15 "	13 12	" 15	11 50 "	10 42
" 16	Urgent -	7 10 "	12 23	" 16	11 44 "	11 11
" 17	Merlin -	7 20 "	12 50	" 17	11 50 "	11 20
" 18	Medusa -	7 30 "	11 33	" 18	11 43 "	11 22
" 19	Urgent -	7 15 "	12 17	" 19	11 52 "	12 3
" 20	Merlin -	7 20 "	12 0	" 20	11 50 "	11 50
" 21	Medusa -	7 21 "	12 21	" 21	11 50 "	11 35
" 22	Urgent -	7 10 "	13 12	" 22	11 50 "	12 10
" 23	Merlin -	7 20 "	12 40	" 23	11 55 "	11 40
" 24	Medusa -	7 18 "	11 39	" 24	11 43 "	11 27
" 25	Urgent -	7 10 "	11 22	" 25	11 49 "	11 28
" 26	Merlin -	7 10 "	10 25	" 26	11 50 "	10 20
" 27	Medusa -	7 2 "	10 51	" 27	11 45 "	10 13
" 28	Urgent -	7 25 "	11 13	" 28	11 50 "	10 39
" 29	Merlin -	7 10 "	11 0	" 29	11 50 "	10 55
" 30	Medusa -	7 20 "	11 43	" 30	11 50 "	10 45
" 31	Urgent -	7 17 "	12 17	" 31	11 46 "	11 30
Aug. 1	Merlin -	7 20 "	12 10	Aug. 1	11 50 "	11 40
" 2	Medusa -	7 15 "	11 50	" 2	11 50 "	12 5
" 3	Urgent -	7 2 "	12 30	" 3	11 48 "	12 30
" 4	Merlin -	9 7 "	11 38	" 4	11 50 "	12 30
" 5	Medusa -	7 17 "	11 41	" 5	11 50 "	12 35
" 6	Urgent -	7 10 "	11 56	" 6	11 54 "	12 26
" 7	Merlin -	7 0 "	10 48	" 7	11 50 "	11 40
" 8	Medusa -	7 11 "	10 42	" 8	11 48 "	10 41
" 9	Urgent -	7 2 "	11 19	" 9	11 48 "	11 2
" 10	Merlin -	7 0 "	10 50	" 10	11 50 "	10 15
" 11	Medusa -	7 17 "	11 13	" 11	11 56 "	10 18
" 12	Urgent -	7 10 "	12 37	" 12	11 48 "	10 42
" 13	Merlin -	7 15 "	12 25	" 13	11 50 "	10 35
" 14	Medusa -	7 8 "	13 4	" 14	11 50 "	10 30
" 15	Medina -	7 37 "	13 18	" 15	11 50 "	10 42
" 16	Merlin -	7 40 "	12 50	" 16	11 50 "	12 25
" 17	Medusa -	7 8 "	22 4	" 18	11 45 "	11 50
" 18	Medina -	9 0 "	13 30	" 19	11 52 "	11 36
" 19	Merlin -	7 30 "	12 0	" 20	11 50 "	12 20
" 20	Medusa -	7 5 "	12 18	" 21	11 40 "	11 43
" 21	Medina -	7 15 "	11 50	" 22	11 47 "	11 3
" 22	Urgent -	7 12 "	12 3	" 23	11 46 "	11 10
" 23	Medusa -	7 3 "	10 52	" 24	11 45 "	10 18
" 24	Medina -	7 23 "	10 47	" 25	11 45 "	10 5
" 25	Urgent -	7 0 "	11 52	" 26	11 46 "	10 38
" 26	Medusa -	7 5 "	10 53	" 27	11 42 "	10 13
" 27	Medina -	7 5 "	11 5	" 29	0 10 a. m.	10 45
" 28	Urgent -	7 10 "	12 5	" 29	11 55 p. m.	11 21
" 29	Medusa -	7 20 "	11 15	" 30	11 42 "	10 46
" 30	Medina -	7 10 "	11 20	" 31	11 50 "	11 45
" 31	Urgent -	7 6 "	11 54	Sept. 1	11 54 "	12 1

1.—LIVERPOOL STATION—*continued.*

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	HOUR of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1840:		H. M.	H. M.	1840:	H. M.	H. M.
Sept. 1	Merlin -	7 30 a. m.	11 40	Sept. 2	11 50 p. m.	11 55
" 2	Medina -	7 13 "	11 57	" 3	11 50 "	11 3
" 3	Urgent -	7 32 "	12 45	" 4	11 46 "	11 49
" 4	Merlin -	7 30 "	13 30	" 5	11 50 "	11 20
" 5	Medina -	7 5 "	12 20	" 6	11 50 "	10 40
" 6	Urgent -	7 4 "	11 54	" 7	11 48 "	11 5
" 7	Merlin -	7 0 "	11 45	" 8	11 50 "	10 0
" 8	Medina -	7 5 "	11 10	" 9	11 48 "	9 57
" 9	Urgent -	7 6 "	12 49	" 10	11 50 "	10 30
" 10	Merlin -	7 40 "	13 50	" 11	11 50 "	10 30
" 11	Medusa -	7 20 "	15 35	" 12	11 45 "	10 35
" 12	Urgent -	7 20 "	14 7	" 13	11 47 "	11 11
" 13	Merlin -	7 25 "	12 20	" 14	11 55 "	11 20
" 14	Medusa -	7 12 "	11 8	" 15	11 50 "	11 20
" 15	Urgent -	7 15 "	11 53	" 16	11 46 "	12 27
" 16	Merlin -	7 40 "	16 0	" 17	11 50 "	12 30
" 17	Medusa -	8 40 "	13 50	" 18	11 50 "	12 17
" 18	Urgent -	7 22 "	12 4	" 19	11 54 "	11 51
" 19	Merlin -	7 20 "	11 30	" 20	11 50 "	11 0
" 20	Medusa -	7 23 "	11 47	" 21	11 50 "	10 25
" 21	Medina -	7 0 "	11 15	" 22	11 53 "	10 12
" 22	Merlin -	7 20 "	14 30	" 23	11 50 "	14 0
" 23	Medusa -	7 12 "	11 3	" 24	11 45 "	10 25
" 24	Medina -	7 20 "	10 35	" 25	11 50 "	10 0
" 25	Merlin -	7 15 "	10 55	" 26	11 50 "	10 40
" 26	Medusa -	7 10 "	11 55	" 27	11 50 "	10 52
" 27	Medina -	8 35 "	12 15	" 28	11 55 "	10 53
" 28	Merlin -	7 30 "	14 40	" 29	11 48 "	11 12
" 29	Medusa -	7 18 "	19 12	" 30	11 43 "	11 32
" 30	Medina -	7 45 "	13 30	Oct. 1	11 50 "	11 15
Oct. 1	Urgent -	7 31 "	12 59	" 2	11 45 "	12 30
" 2	Medusa -	7 15 "	12 3	" 3	11 47 "	12 43
" 3	Medina -	7 50 "	11 10	" 4	11 50 "	11 45
" 4	Urgent -	7 32 "	11 46	" 5	11 47 "	11 38
" 5	Medusa -	7 3 "	10 59	" 6	11 48 "	10 40
" 6	Medina -	7 8 "	10 42	" 7	11 48 "	10 12
" 7	Urgent -	7 0 "	11 47	" 8	11 44 "	10 56
" 8	Medusa -	7 16 "	10 36	" 9	11 57 "	10 21
" 9	Medina -	7 5 "	10 32	" 10	11 48 "	10 34
" 10	Urgent -	7 15 "	11 10	" 11	11 44 "	11 21
" 11	Merlin -	8 40 "	10 30	" 12	11 50 "	10 50
" 12	Medina -	8 40 "	10 35	" 13	11 48 "	10 42
" 13	Urgent -	7 15 "	11 59	" 14	11 48 "	11 40
" 14	Merlin -	7 15 "	11 35	" 15	11 30 "	10 45
" 15	Medina -	7 5 "	12 5	" 16	11 50 "	11 36
" 16	Urgent -	7 30 "	13 36	" 17	11 50 "	12 0
" 17	Merlin -	8 0 "	14 10	" 18	11 50 "	11 10
" 18	Medina -	7 25 "	15 0	" 19	11 50 "	11 0
" 19	Urgent -	7 50 "	17 0	" 20	11 50 "	11 10
" 20	Merlin -	7 25 "	11 55	" 21	11 50 "	9 55
" 21	Medina -	7 10 "	10 40	" 22	11 55 "	9 52
" 22	Urgent -	7 5 "	12 57	" 23	11 48 "	10 42
" 23	Merlin -	7 15 "	14 40	" 24	12 0 a. m.	10 35
" 24	Medusa -	7 25 "	15 5	" 25	11 56 p. m.	10 29
" 25	Urgent -	7 32 "	12 13	" 26	11 50 "	11 6
" 26	Merlin -	7 15 "	11 35	" 27	11 50 "	11 10
" 27	Medusa -	7 30 "	13 40	" 28	11 56 "	11 54
" 28	Urgent -	7 7 "	12 36	" 29	11 49 "	11 41
" 29	Merlin -	7 15 "	12 40	" 30	11 50 "	12 10
" 30	Medusa -	7 30 "	11 30	" 31	11 45 "	12 30
" 31	Urgent -	7 13 "	11 52	Nov. 1	11 45 "	12 48

1.—LIVERPOOL STATION—continued.

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingtown.	DATE.	HOUR of Leaving Kingtown.	Number of Hours occupied in the Passage between Kingtown and Liverpool.
1840:		H. M.	H. M.	1840:	H. M.	H. M.
Nov. 1	Merlin -	7 20 a. m.	11 30	Nov. 2	11 50 p. m.	12 10
" 2	Medusa -	7 5 "	11 55	" 3	11 45 "	12 0
" 3	Medina -	7 12 "	11 15	" 4	11 50 "	11 0
" 4	Merlin -	8 10 "	12 50	" 5	11 50 "	12 10
" 5	Medusa -	7 3 "	11 7	" 6	11 50 "	10 55
" 6	Medina -	7 5 "	10 15	" 7	11 48 "	9 54
" 7	Merlin -	7 0 "	11 0	" 8	11 50 "	11 5
" 8	Medusa -	7 30 "	11 10	" 9	11 50 "	10 11
" 9	Medina -	7 15 "	11 50	" 10	11 48 "	10 27
" 10	Merlin -	7 25 "	13 35	" 11	11 50 "	11 0
" 11	Medusa -	7 30 "	11 35	" 12	11 50 "	19 55
" 12	Medina -	7 18 "	11 12	" 13	11 50 "	11 23
" 13	Urgent -	10 0 "	11 15	" 14	11 55 "	12 20
" 14	Medusa -	7 50 "	15 40	" 15	11 50 "	13 0
" 15	Medina -	7 15 "	11 40	" 17	0 30 a. m.	11 56
" 16	Urgent -	7 15 "	19 0	" 18	12 0 "	12 27
" 17	Medusa -	8 30 "	12 15	" 18	11 50 p. m.	17 40
" 18	Merlin -	7 25 "	11 0	" 19	11 55 "	11 20
" 19	Urgent -	7 10 "	11 10	" 20	11 50 "	11 40
" 20	Medusa -	7 45 "	18 50	" 21	11 50 "	12 35
" 21	Medina -	8 10 "	16 25	" 22	11 55 "	10 5
" 22	Urgent -	7 50 "	11 50	" 23	11 50 "	11 0
" 23	Merlin -	7 5 "	13 30	" 24	11 50 "	11 55
" 24	Medina -	8 0 "	10 50	" 25	11 52 "	10 48
" 25	Urgent -	7 28 "	11 36	" 26	11 46 "	11 34
" 26	Merlin -	7 25 "	11 20	" 27	11 50 "	11 20
" 27	Medina -	7 40 "	11 6	" 28	11 55 "	11 27
" 28	Urgent -	7 22 "	12 45	" 29	11 46 "	11 59
" 29	Merlin -	7 55 "	12 35	" 30	11 50 "	11 50
" 30	Medina -	7 16 "	12 6	Dec. 1	11 48 "	11 19
Dec. 1	Urgent -	7 15 "	13 5	" 2	11 50 "	12 20
" 2	Merlin -	7 30 "	12 30	" 3	11 55 "	11 20
" 3	Medusa -	10 13 "	12 12	" 4	11 45 "	11 11
" 4	Urgent -	7 34 "	13 26	" 5	11 44 "	11 16
" 5	Merlin -	7 55 "	11 20	" 6	11 50 "	11 20
" 6	Medusa -	7 37 "	11 37	" 7	11 50 "	12 10
" 7	Urgent -	7 2 "	15 43	" 8	11 50 "	10 50
" 8	Medina -	7 15 "	10 50	" 9	11 52 "	10 48
" 9	Medusa -	7 16 "	10 52	" 10	11 51 "	12 37
" 10	Urgent -	7 20 "	12 10	" 11	11 55 "	12 1
" 11	Merlin -	7 30 "	11 15	" 13	0 5 a. m.	12 5
" 12	Medusa -	7 52 "	11 23	" 13	11 46 p. m.	13 12
" 13	Urgent -	7 20 "	12 0	" 14	11 55 "	13 20
" 14	Merlin -	7 10 "	11 50	" 15	12 0 a. m.	13 30
" 15	Medusa -	7 36 "	11 39	" 16	11 55 p. m.	13 10
" 16	Medina -	8 30 "	11 50	" 17	11 58 "	18 35
" 17	Merlin -	8 5 "	10 55	" 19	12 0 a. m.	18 45
" 18	Medusa -	7 37 "	10 28	" 19	12 0 "	17 50
" 19	Medina -	8 0 "	10 25	" 20	11 58 p. m.	13 2
" 20	Merlin -	8 20 "	11 10	" 21	11 50 "	16 15
" 21	Medusa -	7 5 "	10 35	" 22	11 54 "	12 14
" 22	Medina -	7 48 "	10 22	" 23	11 55 "	11 10
" 23	Merlin -	8 20 "	10 40	" 24	11 50 "	14 0
" 24	Medusa -	8 0 "	10 50	" 25	11 52 "	11 8
" 25	Medina -	8 8 "	10 47	" 26	11 48 "	11 40
" 26	Urgent -	7 12 "	12 17	" 27	11 53 "	11 52
" 27	Medusa -	7 30 "	11 21	" 28	11 49 "	11 32
" 28	Medina -	7 5 "	11 20	" 29	11 58 "	11 43
" 29	Urgent -	7 50 "	12 40	" 30	11 52 "	12 8
" 30	Medusa -	7 56 "	13 23	" 31	11 48 "	11 29
" 31	Medina -	9 0 "	15 15	1841:		
				Jan. 1	11 58 "	11 42

1.—LIVERPOOL STATION—continued.

DATE.	NAME of PACKET.	HOUR of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	HOUR of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
Jan. 1	Urgent -	7 46 a. m.	14 44	Jan. 2	11 55 p. m.	15 55
" 2	Medusa -	7 45 "	14 2	" 3	11 48 "	20 2
" 3	Medina -	8 55 "	20 5	" 4	11 55 "	18 55
" 4	Urgent -	8 20 "	14 10	" 5	11 55 "	13 25
" 5	Medusa -	2 40 p. m.	12 50	" 6	11 50 "	11 0
" 6	Medina -	7 30 a. m.	10 50	" 7	11 50 "	10 85
" 7	Urgent -	8 4 "	11 31	" 8	11 52 "	11 13
" 8	Medusa -	7 30 "	11 40	" 9	11 50 "	11 25
" 9	Medina -	8 0 "	11 47	" 10	11 45 "	12 15
" 10	Urgent -	9 45 "	12 23	" 11	11 56 "	12 12
" 11	Medusa -	8 50 "	12 12	" 12	11 30 "	12 20
" 12	Medina -	8 5 "	12 15	" 13	11 56 "	12 44
" 13	Urgent -	7 30 "	12 10	" 14	11 57 "	13 23
" 14	Medusa -	8 45 "	12 26	" 16	12 25 a. m.	14 55
" 15	Medina -	9 13 "	11 22	" 16	11 55 p. m.	11 20
" 16	Urgent -	7 15 "	14 0	" 17	11 54 "	11 56
" 17	Medusa -	8 25 "	14 45	" 18	11 57 "	11 13
" 18	Medina -	7 5 "	10 40	" 19	11 58 "	11 34
" 19	Urgent -	7 5 "	11 49	" 20	11 50 "	11 12
" 20	Merlin -	7 30 "	12 20	" 21	11 55 "	10 55
" 21	Medina -	7 15 "	13 45	" 22	11 55 "	10 45
" 22	Urgent -	7 20 "	14 28	" 23	11 54 "	12 17
" 23	Merlin -	7 30 "	17 50	" 24	11 50 "	11 20
" 24	Medina -	8 5 "	13 11	" 25	11 50 "	11 20
" 25	Urgent -	7 0 "	13 7	" 26	11 48 "	11 45
" 26	Merlin -	7 40 "	12 30	" 27	11 50 "	11 40
" 27	Medina -	7 52 "	12 28	" 28	11 58 "	11 47
" 28	Medusa -	7 24 "	12 39	" 29	11 51 "	12 1
" 29	Merlin -	7 10 "	13 0	" 30	11 50 "	12 40
" 30	Medina -	7 35 "	12 0	" 31	11 50 "	15 34
" 31	Medusa -	7 40 "	11 47	Feb. 1	11 55 "	15 56
Feb. 1	Merlin -	7 20 "	11 10	" 2	11 50 "	17 5
" 2	Medina -	9 35 "	11 0	" 3	11 58 "	15 47
" 3	Medusa -	7 43 "	10 37	" 5	12 13 a. m.	27 57
" 4	Merlin -	8 5 "	10 30	" 6	9 0 "	27 30
" 5	Medina -	7 37 "	10 18	" 7	0 23 "	22 31
" 6	Medusa -	9 38 "	9 56	" 8	0 13 "	17 2
" 7	Prince (c. p.)	8 18 p. m.	12 2	" 9	12 0 "	13 35
" 8	Merlin -	8 0 a. m.	11 0	" 9	11 50 p. m.	11 40
" 9	Medina -	8 10 "	11 18	" 11	11 48 "	12 6
" 10	Medusa -	7 35 "	12 28	" 12	11 50 "	13 10
" 11	Merlin -	9 10 "	11 45	" 14	12 0 a. m.	13 12
" 12	Urgent -	7 18 "	17 32	" 14	11 46 p. m.	11 44
" 13	Medusa -	7 14 "	13 16	" 15	11 50 "	11 40
" 14	Merlin -	7 45 "	12 25	" 16	11 58 "	11 32
" 15	Urgent -	7 15 "	12 5	" 17	11 49 "	11 6
" 16	Medusa -	7 40 "	10 54	" 18	11 54 "	10 16
" 17	Medina -	7 18 "	10 42	" 19	11 55 "	11 25
" 18	Urgent -	7 20 "	12 28	" 20	11 50 "	10 48
" 19	Medusa -	7 32 "	11 40	" 21	11 54 "	10 31
" 20	Medina -	7 20 "	10 27	" 22	11 55 "	11 15
" 21	Urgent -	7 40 "	11 13	" 23	11 40 "	11 40
" 22	Merlin -	7 10 "	11 20	" 24	11 58 "	11 12
" 23	Medina -	8 33 "	10 47	" 25	11 55 "	11 57
" 24	Urgent -	7 18 "	11 54			

Note.—In consequence of a very heavy easterly gale, with snow storms, the "Merlin" did not arrive in time for her regular departure at 7 H. 0 M. a. m. on the 7th February, therefore the morning Mails were transferred to the evening departure.

During the period of this Return, the Mails and Passengers have not once been conveyed by tender to and from the Steamer outside the bar of the Mersey.

During the period of this Return, the Mails have left Liverpool every day.

Thomas Bevis, Commander.

— 2. —

HOLYHEAD STATION.

A RETURN of the Hour at which Her Majesty's MAIL STEAM-PACKETS have left *Holyhead*; the Number of Hours occupied in the Passage to and from *Kingstown*; the Days on which no Mail has left *Holyhead*, between the 1st day of March 1840 and the 20th day of February 1841.

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1840:	H. M.		H. M.	H. M.	
March 1	- 6 50 p. m.	Otter - - -	5 55	7 16	Nil.
" 2	- 6 45 "	Doterel - - -	5 58	10 22	
" 3	- 6 45 "	Sprightly - - -	6 25	8 2	
" 4	- 6 40 "	Otter - - -	6 30	6 47	
" 5	- 6 35 "	Doterel - - -	6 37	6 37	
" 6	- 6 45 "	Sprightly - - -	6 40	6 28	
" 7	- 6 30 "	Otter - - -	6 30	5 51	
" 8	- 6 30 "	Doterel - - -	6 30	5 56	
" 9	- 6 35 "	Zephyr - - -	6 5	6 0	
" 10	- 6 30 "	Otter - - -	6 30	5 41	
" 11	- 6 40 "	Doterel - - -	5 58	5 45	
" 12	- 6 25 "	Zephyr - - -	6 45	5 57	
" 13	- 6 30 "	Otter - - -	7 31	5 58	
" 14	- 6 30 "	Doterel - - -	6 34	7 47	
" 15	- 6 40 "	Zephyr - - -	7 10	6 36	
" 16	- 6 20 "	Otter - - -	6 22	6 30	
" 17	- 6 35 "	Sprightly - - -	6 30	7 17	
" 18	- 6 30 "	Zephyr - - -	6 40	6 49	
" 19	- 6 43 "	Otter - - -	6 21	6 23	
" 20	- 6 30 "	Sprightly - - -	7 25	6 4	
" 21	- 6 37 "	Zephyr - - -	6 35	8 5	
" 22	- 6 50 "	Otter - - -	8 25	6 54	
" 23	- 6 45 "	Sprightly - - -	6 20	6 26	
" 24	- 6 40 "	Zephyr - - -	6 5	6 56	
" 25	- 7 3 "	Otter - - -	5 57	6 11	
" 26	- 6 40 "	Sprightly - - -	5 57	5 52	
" 27	- 6 30 "	Zephyr - - -	5 55	6 8	
" 28	- 6 30 "	Otter - - -	6 26	6 56	
" 29	- 6 30 "	Sprightly - - -	6 0	6 8	
" 30	- 6 30 "	Zephyr - - -	6 20	6 22	
" 31	- 6 40 "	Otter - - -	6 23	8 28	
April 1	- 6 30 "	Sprightly - - -	6 5	8 10	Nil.
" 2	- 7 3 "	Zephyr - - -	6 17	6 17	
" 3	- 6 30 "	Otter - - -	6 27	6 17	
" 4	- 6 42 "	Sprightly - - -	6 32	6 18	
" 5	- 6 33 "	Zephyr - - -	7 14	7 31	
" 6	- 6 30 "	Otter - - -	9 20	6 19	
" 7	- 6 40 "	Sprightly - - -	7 0	5 56	
" 8	- 6 51 "	Zephyr - - -	6 24	5 55	
" 9	- 6 35 "	Otter - - -	5 55	5 49	
" 10	- 6 30 "	Sprightly - - -	5 51	6 19	
" 11	- 6 30 "	Zephyr - - -	6 30	6 6	
" 12	- 6 30 "	Otter - - -	5 58	6 17	
" 13	- 6 30 "	Sprightly - - -	6 7	6 43	
" 14	- 6 31 "	Zephyr - - -	6 14	6 54	
" 15	- 6 30 "	Otter - - -	6 5	8 2	
" 16	- 6 30 "	Sprightly - - -	6 33	7 20	
" 17	- 6 35 "	Zephyr - - -	6 20	6 32	
" 18	- 6 32 "	Otter - - -	6 14	6 5	
" 19	- 6 30 "	Sprightly - - -	6 10	6 11	
" 20	- 6 42 "	Zephyr - - -	6 53	6 6	
" 21	- 6 30 "	Otter - - -	7 2	5 58	
" 22	- 6 50 "	Sprightly - - -	6 15	6 20	
" 23	- 6 50 "	Zephyr - - -	6 13	6 10	
" 24	- 6 40 "	Otter - - -	6 19	5 49	
" 25	- 6 30 "	Sprightly - - -	6 25	6 3	
" 26	- 6 37 "	Zephyr - - -	6 6	5 59	
" 27	- 6 30 "	Otter - - -	5 55	5 57	
" 28	- 6 30 "	Sprightly - - -	6 35	6 10	
" 29	- 6 30 "	Zephyr - - -	6 13	6 28	
" 30	- 6 30 "	Otter - - -	5 57	6 29	

2.—HOLYHEAD STATION—*continued.*

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1840:	H. M.		H. M.	H. M.	
May 1 -	8 0 p. m.	Sprightly - -	5 58	7 8	Nil.
" 2 -	6 50 "	Zephyr - -	6 25	8 1	
" 3 -	6 45 "	Otter - -	6 20	6 48	
" 4 -	6 35 "	Sprightly - -	6 15	7 32	
" 5 -	6 40 "	Zephyr - -	6 8	7 45	
" 6 -	6 40 "	Otter - -	6 5	6 1	
" 7 -	6 45 "	Sprightly - -	6 15	6 48	
" 8 -	6 45 "	Zephyr - -	5 55	8 57	
" 9 -	6 57 "	Otter - -	6 6	7 51	
" 10 -	6 45 "	Sprightly - -	6 30	7 15	
" 11 -	6 30 "	Zephyr - -	6 3	6 38	
" 12 -	6 55 "	Otter - -	5 55	6 16	
" 13 -	6 36 "	Sprightly - -	6 5	6 20	
" 14 -	6 45 "	Zephyr - -	6 5	6 24	
" 15 -	6 35 "	Otter - -	6 28	6 51	
" 16 -	6 40 "	Sprightly - -	6 37	6 53	
" 17 -	6 30 "	Zephyr - -	9 0	6 52	
" 18 -	6 30 "	Otter - -	6 38	6 8	
" 19 -	6 30 "	Sprightly - -	6 33	6 29	
" 20 -	6 30 "	Zephyr - -	7 10	6 7	
" 21 -	6 35 "	Otter - -	6 15	5 56	
" 22 -	6 20 "	Sprightly - -	5 57	6 6	
" 23 -	6 42 "	Zephyr - -	6 55	6 1	
" 24 -	6 42 "	Otter - -	6 53	6 15	
" 25 -	6 30 "	Sprightly - -	7 10	5 57	
" 26 -	6 40 "	Zephyr - -	6 30	6 17	
" 27 -	6 35 "	Otter - -	6 11	6 10	
" 28 -	6 50 "	Sprightly - -	7 0	6 22	
" 29 -	6 30 "	Zephyr - -	6 22	6 28	
" 30 -	6 36 "	Otter - -	6 37	6 15	
" 31 -	6 35 "	Sprightly - -	7 18	6 36	
June 1 -	6 30 "	Zephyr - -	6 50	6 25	
" 2 -	6 30 "	Otter - -	7 22	6 0	
" 3 -	6 52 "	Sprightly - -	6 35	6 17	
" 4 -	6 37 "	Zephyr - -	6 12	6 20	
" 5 -	6 30 "	Otter - -	5 50	5 47	
" 6 -	6 40 "	Sprightly - -	5 55	7 28	
" 7 -	6 40 "	Zephyr - -	6 19	6 20	
" 8 -	6 40 "	Otter - -	6 0	6 0	
" 9 -	6 30 "	Sprightly - -	6 20	6 16	
" 10 -	6 37 "	Zephyr - -	6 3	6 0	
" 11 -	6 30 "	Otter - -	6 16	6 16	
" 12 -	6 47 "	Sprightly - -	7 28	6 41	
" 13 -	6 37 "	Zephyr - -	6 16	6 13	
" 14 -	6 43 "	Otter - -	7 7	6 28	
" 15 -	6 30 "	Sprightly - -	7 40	6 38	
" 16 -	6 40 "	Zephyr - -	9 55	6 27	
" 17 -	6 57 "	Otter - -	9 0	6 20	
" 18 -	7 0 "	Sprightly - -	7 40	6 13	
" 19 -	6 42 "	Zephyr - -	8 5	6 35	
" 20 -	6 36 "	Otter - -	6 21	6 9	
" 21 -	6 55 "	Sprightly - -	7 37	6 0	
" 22 -	6 30 "	Zephyr - -	7 0	6 6	
" 23 -	6 30 "	Otter - -	6 22	6 53	
" 24 -	6 42 "	Sprightly - -	7 22	6 8	
" 25 -	6 42 "	Zephyr - -	7 0	6 3	
" 26 -	6 30 "	Otter - -	6 21	6 14	
" 27 -	6 32 "	Sprightly - -	6 16	6 18	
" 28 -	6 30 "	Zephyr - -	6 30	6 29	
" 29 -	6 30 "	Otter - -	6 30	6 36	
" 30 -	6 30 "	Sprightly - -	7 15	6 42	

2.—HOLYHEAD STATION—continued.

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1840 :	H. M.		H. M.	H. M.	
July 1	6 45 p. m.	Zephyr	6 40	6 14	Nil.
" 2	7 20 "	Otter	7 53	6 7	
" 3	6 55 "	Sprightly	9 40	6 19	
" 4	7 0 "	Zephyr	7 45	5 54	
" 5	6 30 "	Otter	7 30	5 56	
" 6	6 30 "	Sprightly	9 20	5 54	
" 7	7 7 "	Zephyr	6 53	5 58	
" 8	6 42 "	Otter	6 58	6 6	
" 9	6 32 "	Sprightly	7 13	6 26	
" 10	6 32 "	Zephyr	6 43	6 20	
" 11	6 36 "	Otter	6 34	6 29	
" 12	6 30 "	Sprightly	6 36	6 22	
" 13	6 30 "	Zephyr	6 25	6 41	
" 14	6 41 "	Otter	7 1	6 22	
" 15	6 40 "	Sprightly	7 20	6 20	
" 16	6 45 "	Zephyr	7 25	6 27	
" 17	6 43 "	Otter	7 12	6 33	
" 18	6 46 "	Sprightly	7 29	6 47	
" 19	6 52 "	Zephyr	6 40	6 5	
" 20	6 30 "	Otter	6 30	6 2	
" 21	6 36 "	Sprightly	7 14	6 7	
" 22	6 30 "	Zephyr	6 50	5 51	
" 23	6 30 "	Otter	6 10	6 2	
" 24	6 32 "	Sprightly	6 35	6 22	
" 25	6 30 "	Zephyr	6 30	5 57	
" 26	6 30 "	Otter	6 25	6 29	
" 27	6 30 "	Sprightly	7 18	6 40	
" 28	6 42 "	Zephyr	6 23	6 30	
" 29	6 33 "	Otter	6 30	6 33	
" 30	6 32 "	Sprightly	6 44	6 13	
" 31	6 30 "	Zephyr	6 43	6 18	
August 1	6 45 "	Otter	6 26	6 9	
" 2	6 30 "	Sprightly	6 0	6 16	
" 3	6 40 "	Zephyr	6 15	6 8	
" 4	8 27 "	Otter	5 59	6 25	
" 5	6 43 "	Sprightly	5 57	6 8	
" 6	6 40 "	Zephyr	6 15	6 7	
" 7	6 46 "	Otter	6 2	5 52	
" 8	6 48 "	Sprightly	6 7	6 5	
" 9	6 45 "	Zephyr	6 10	6 11	
" 10	6 30 "	Otter	6 54	6 9	
" 11	6 46 "	Sprightly	7 19	6 22	
" 12	6 30 "	Zephyr	8 6	6 24	
" 13	6 40 "	Otter	7 3	6 19	
" 14	6 40 "	Sprightly	10 40	6 23	
" 15	6 55 "	Zephyr	7 28	6 3	
" 16	6 32 "	Otter	Went with the Liverpool Mail.		
" 17	6 41 "	Sprightly	15 26	6 53	
" 18	6 47 "	Zephyr	6 23	6 1	
" 19	6 43 "	Otter	6 6	5 56	
" 20	6 45 "	Zephyr	6 6	6 14	
" 21	6 50 "	Sprightly	6 22	6 10	
" 22	6 55 "	Otter	6 12	6 13	
" 23	6 42 "	Zephyr	5 56	6 8	
" 24	7 15 "	Sprightly	6 30	6 20	
" 25	6 45 "	Otter	7 0	6 14	
" 26	6 48 "	Zephyr	6 20	6 55	
" 27	6 45 "	Sprightly	7 18	6 40	
" 28	6 45 "	Otter	6 54	6 33	
" 29	6 51 "	Zephyr	7 58	6 33	
" 30	6 35 "	Doterel	6 40	6 57	
" 31	6 47 "	Otter	6 8	6 1	

2.—HOLYHEAD STATION—*continued.*

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1840 :	H. M.		H. M.	H. M.	
Sept. 1 -	6 52 p. m.	Zephyr - - -	6 5	5 49	
" 2 -	6 52 "	Doterel - - -	7 38	6 3	
" 3 -	6 45 "	Otter - - -	7 20	5 46	
" 4 -	7 0 "	Zephyr - - -	6 50	5 44	
" 5 -	6 50 "	Doterel - - -	6 16	6 0	
" 6 -	6 40 "	Otter - - -	6 40	5 51	
" 7 -	6 40 "	Zephyr - - -	6 50	5 55	
" 8 -	6 45 "	Doterel - - -	8 15	6 15	
" 9 -	7 2 "	Otter - - -	9 0	6 13	
" 10 -	6 43 "	Doterel - - -	9 22	6 19	
" 11 -	6 51 "	Sprightly - - -	10 54	6 40	
" 12 -	6 45 "	Zephyr - - -	7 54	6 45	
" 13 -	6 50 "	Doterel - - -	7 5	6 23	
" 14 -	6 45 "	Sprightly - - -	6 55	6 40	
" 15 -	6 40 "	Zephyr - - -	8 20	6 13	
" 16 -	6 55 "	Doterel - - -	13 24	6 41	
" 17 -	6 55 "	Sprightly - - -	7 10	6 57	
" 18 -	6 55 "	Zephyr - - -	6 5	5 45	
" 19 -	6 53 "	Doterel - - -	6 15	5 58	
" 20 -	6 43 "	Sprightly - - -	6 55	6 12	
" 21 -	6 45 "	Zephyr - - -	7 50	6 28	
" 22 -	6 53 "	Doterel - - -	7 57	6 49	
" 23 -	7 0 "	Sprightly - - -	6 25	6 19	
" 24 -	6 50 "	Zephyr - - -	6 40	6 37	
" 25 -	6 45 "	Doterel - - -	6 25	6 3	
" 26 -	6 45 "	Sprightly - - -	7 40	6 43	
" 27 -	7 32 "	Zephyr - - -	8 30	5 55	
" 28 -	6 45 "	Doterel - - -	13 43	5 52	
" 29 -	7 0 "	Sprightly - - -	11 56	5 59	
" 30 -	6 50 "	Zephyr - - -	8 45	5 55	
Oct. 1 -	7 10 "	Doterel - - -	7 0	6 36	Nil.
" 2 -	7 10 "	Otter - - -	6 25	6 31	
" 3 -	7 0 "	Zephyr - - -	6 0	6 14	
" 4 -	6 50 "	Doterel - - -	5 59	6 1	
" 5 -	6 30 "	Otter - - -	6 10	6 4	
" 6 -	7 0 "	Zephyr - - -	6 10	6 10	
" 7 -	6 45 "	Doterel - - -	6 26	6 5	
" 8 -	6 40 "	Otter - - -	6 10	6 20	
" 9 -	6 55 "	Sprightly - - -	6 12	7 15	
" 10 -	7 7 "	Doterel - - -	6 13	6 27	
" 11 -	6 43 "	Otter - - -	6 24	6 5	
" 12 -	7 0 "	Sprightly - - -	6 33	6 13	
" 13 -	6 55 "	Doterel - - -	7 5	6 12	
" 14 -	6 48 "	Otter - - -	6 23	5 54	
" 15 -	6 50 "	Sprightly - - -	6 53	5 52	
" 16 -	6 52 "	Doterel - - -	7 43	5 37	
" 17 -	7 0 "	Otter - - -	7 5	5 24	
" 18 -	6 55 "	Sprightly - - -	10 24	6 0	
" 19 -	6 50 "	Doterel - - -	8 30	6 2	
" 20 -	7 0 "	Otter - - -	6 17	6 7	
" 21 -	7 5 "	Sprightly - - -	6 24	6 11	
" 22 -	7 8 "	Doterel - - -	7 37	6 1	
" 23 -	7 0 "	Otter - - -	10 7	6 27	
" 24 -	7 5 "	Sprightly - - -	8 45	6 14	
" 25 -	7 23 "	Zephyr - - -	7 24	6 18	
" 26 -	6 47 "	Otter - - -	8 42	6 26	
" 27 -	6 35 "	Sprightly - - -	7 50	8 15	
" 28 -	7 7 "	Zephyr - - -	7 18	6 41	
" 29 -	6 50 "	Doterel - - -	6 39	8 19	
" 30 -	7 40 "	Sprightly - - -	6 40	7 35	
" 31 -	6 50 "	Zephyr - - -	6 30	6 12	

2.—HOLYHEAD STATION—continued.

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1840:	H. M.		H. M.	H. M.	
Nov. 1	- 6 45 p.m.	Doterel - - -	6 5	6 5	
" 2	- 6 40 "	Otter - - -	6 15	5 59	
" 3	- 6 55 "	Zephyr - - -	6 10	6 12	
" 4	- 6 42 "	Doterel - - -	7 18	10 31	
" 5	- 6 52 "	Otter - - -	6 20	6 14	
" 6	- 7 5 "	Sprightly - - -	8 5	6 16	
" 7	- 7 10 "	Doterel - - -	6 3	6 28	
" 8	- 7 10 "	Otter - - -	7 0	6 20	
" 9	- 6 50 "	Sprightly - - -	6 55	6 31	
" 10	- 7 20 "	Zephyr - - -	8 5	6 25	
" 11	- 7 7 "	Otter - - -	6 57	10 8	
" 12	- 6 57 "	Sprightly - - -	6 23	6 16	
" 13	- 10 25 "	Zephyr - - -	11 40	6 10	
" 14	- 7 20 "	Doterel - - -	8 27	5 40	
" 15	- 7 15 "	Sprightly - - -	6 15	6 32	
" 16	- 6 45 "	Zephyr - - -	13 0	7 38	
" 17	- 7 25 "	Doterel - - -	7 6	8 47	
" 18	- 7 7 "	Otter - - -	6 42	5 36	
" 19	- 7 7 "	Zephyr - - -	6 48	6 0	
" 20	- 7 25 "	Doterel - - -	12 4	6 55	
" 21	- 9 15 "	Otter - - -	8 45	6 6	
" 22	- 8 5 "	Sprightly - - -	6 59	6 30	
" 23	- 6 55 "	Doterel - - -	8 5	6 18	
" 24	- 7 25 "	Otter - - -	6 18	6 37	
" 25	- 8 0 "	Sprightly - - -	6 53	6 40	
" 26	- 8 0 "	Zephyr - - -	6 20	6 19	
" 27	- 7 52 "	Otter - - -	6 23	6 47	
" 28	- 7 40 "	Sprightly - - -	7 30	7 5	
" 29	- 7 50 "	Zephyr - - -	8 15	6 5	
" 30	- 6 50 "	Doterel - - -	6 45	5 43	
Dec. 1	- 7 40 "	Sprightly - - -	7 52	5 51	Nil.
" 2	- 7 30 "	Zephyr - - -	6 45	5 48	
" 3	- 7 50 "	Doterel - - -	6 20	5 10	
" 4	- 8 10 "	Otter - - -	6 15	6 1	
" 5	- 7 33 "	Zephyr - - -	6 25	10 44	
" 6	- 7 47 "	Doterel - - -	10 6	6 16	
" 7	- 6 55 "	Otter - - -	7 41	6 24	
" 8	- 7 15 "	Sprightly - - -	7 17	7 36	
" 9	- 8 15 "	Doterel - - -	7 3	9 40	
" 10	- 8 17 "	Otter - - -	6 52	6 17	
" 11	- 7 15 "	Sprightly - - -	7 7	7 6	
" 12	- 7 27 "	Zephyr - - -	6 30	8 30	
" 13	- 8 0 "	Otter - - -	6 32	6 51	
" 14	- 7 20 "	Sprightly - - -	6 11	6 0	
" 15	- 7 55 "	Zephyr - - -	6 10	7 51	
" 16	- 8 8 "	Doterel - - -	7 12	14 39	
" 17	- 7 50 "	Sprightly - - -	6 10	10 15	
" 18	- 7 43 "	Zephyr - - -	6 20	10 30	
" 19	- 7 45 "	Doterel - - -	6 5	8 6	
" 20	- 8 30 "	Otter - - -	6 10	7 48	
" 21	- 7 16 "	Zephyr - - -	6 15	6 38	
" 22	- 8 10 "	Doterel - - -	6 10	7 55	
" 23	- 7 30 "	Otter - - -	6 21	7 30	
" 24	- 8 5 "	Sprightly - - -	6 30	6 22	
" 25	- 8 15 "	Doterel - - -	6 15	6 53	
" 26	- 6 50 "	Otter - - -	6 27	6 17	
" 27	- 7 0 "	Sprightly - - -	6 32	6 13	
" 28	- 6 47 "	Zephyr - - -	6 28	5 52	
" 29	- 7 10 "	Otter - - -	6 54	5 50	
" 30	- 8 11 "	Doterel - - -	10 54	5 43	
" 31	- 8 15 "	Sprightly - - -	9 35	5 55	

2.—HOLYHEAD STATION—continued.

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
Jan. 1 -	7 47 p.m.	Zephyr - - -	8 45	5 39	
" 2 -	7 53 "	Otter - - -	13 15	10 20	
" 3 -	8 55 "	Sprightly - - -	10 35	8 25	
" 4 -	7 55 "	Zephyr - - -	9 15	7 5	
" 5 -	9 20 "	Doterel - - -	6 50	6 19	
" 6 -	8 18 "	Sprightly - - -	6 5	6 45	
" 7 -	8 25 "	Zephyr - - -	8 15	9 10	
" 8 -	7 45 "	Doterel - - -	6 50	6 30	
" 9 -	9 22 "	Otter - - -	7 39	7 23	
" 10 -	10 0 "	Zephyr - - -	6 30	6 19	
" 11 -	9 10 "	Doterel - - -	7 35	6 6	
" 12 -	10 33 "	Otter - - -	7 35	8 34	
" 13 -	10 0 "	Sprightly - - -	10 3	6 55	
" 14 -	9 13 "	Doterel - - -	6 14	10 11	
" 15 -	10 55 "	Otter - - -	7 15	5 57	
" 16 -	10 10 "	Sprightly - - -	10 12	6 42	
" 17 -	9 20 "	Zephyr - - -	8 25	6 25	
" 18 -	7 30 "	Otter - - -	6 10	6 32	
" 19 -	8 17 "	Sprightly - - -	7 52	6 8	
" 20 -	8 0 "	Zephyr - - -	7 15	5 44	
" 21 -	7 20 "	Doterel - - -	8 20	6 8	
" 22 -	7 35 "	Sprightly - - -	8 41	6 36	
" 23 -	8 5 "	Zephyr - - -	11 35	5 58	
" 24 -	7 50 "	Doterel - - -	7 15	6 16	
" 25 -	7 5 "	Otter - - -	9 2	6 12	Nil.
" 26 -	7 55 "	Zephyr - - -	8 35	6 13	
" 27 -	7 55 "	Doterel - - -	8 50	5 50	
" 28 -	7 40 "	Otter - - -	6 34	7 27	
" 29 -	7 50 "	Sprightly - - -	6 14	7 8	
" 30 -	7 45 "	Doterel - - -	5 52	10 19	
" 31 -	8 40 "	Otter - - -	6 20	8 1	
Feb. 1 -	7 35 "	Sprightly - - -	6 8	9 12	
" 2 -	7 35 "	Zephyr - - -	6 20	13 45	
" 3 -	8 12 "	Otter - - -	6 8	21 11	
" 4 -	7 47 "	Sprightly - - -	6 8	19 22	
" 5 -	7 20 "	Zephyr - - -	6 30	14 55	
" 6 -	7 7 "	Doterel - - -	6 38	11 54	
" 7 -	6 45 "	Sprightly - - -	7 19	7 48	
" 8 -	6 32 "	Zephyr - - -	7 0	7 40	
" 9 -	7 10 "	Doterel - - -	6 20	7 13	
" 10 -	6 48 "	Otter - - -	8 9	6 9	
" 11 -	8 40 "	Zephyr - - -	7 6	10 29	
" 12 -	7 7 "	Doterel - - -	6 23	6 1	
" 13 -	7 25 "	Otter - - -	7 24	6 42	
" 14 -	7 10 "	Sprightly - - -	6 57	6 20	
" 15 -	6 50 "	Doterel - - -	6 15	5 54	
" 16 -	8 0 "	Otter - - -	6 15	7 20	
" 17 -	7 5 "	Sprightly - - -	6 50	6 16	
" 18 -	7 35 "	Zephyr - - -	7 10	6 17	
" 19 -	7 5 "	Otter - - -	8 17	6 12	
" 20 -	7 7 "	Sprightly - - -	6 30	6 34	

Note.—The Packet has proceeded immediately on the Mail Bags being put on board, on each day throughout the above dates.

John Kains,
Commander.

—3.—

A RETURN of the Hour at which the *London Mail* has been received at the *Dublin Post Office*, each Day, since the 1st January 1840; and the Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London Mail*.

The Hours of Arrival of the *London Mail*, each Day, since 1 January 1840.

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1840:	H. M.	1840:	H. M.	1840:	H. M.
January 1	7 10 p.m.	February 15	7 50 p.m.	April 14	6 50 p.m.
" 2	6 45 { a.m.	" 16	7 10 "	" 15	6 45 "
" 3	8 16 p.m.	" 17	7 7 "	" 16	7 0 "
" 4	7 15 "	" 18	8 0 "	" 17	7 15 "
" 5	6 59 "	" 19	7 17 "	" 18	6 55 "
" 6	7 5 "	" 20	7 40 "	" 19	7 40 "
" 7	8 25 "	" 21	7 42 "	" 20	7 45 "
" 8	7 55 "	" 22	7 35 "	" 21	7 55 "
" 9	7 36 "	" 23	8 40 "	" 22	8 20 "
" 10	8 25 "	" 24	7 50 "	" 23	7 50 "
" 11	8 55 "	" 25	8 5 "	" 24	7 22 "
" 12	10 15 "	" 26	8 12 "	" 25	8 8 "
" 13	11 30 "	" 27	7 15 "	" 26	7 30 "
" 14	7 50 "	" 28	6 47 "	" 27	6 20 "
" 15	10 35 "	" 29	7 5 "	" 28	7 23 "
" 16	6 45 { a.m.	March 1	7 10 "	" 29	6 35 "
" 17	6 50 p.m.	" 2	6 43 "	" 30	6 5 "
" 18	2 0 { a.m.	" 3	7 5 "	May 1	8 8 "
" 19	11 15 { 19th.	" 4	6 55 "	" 2	6 50 "
" 20	8 55 p.m.	" 5	7 55 "	" 3	7 8 "
" 21	12 55 { a.m.	" 6	7 48 "	" 4	7 22 "
" 22	7 0 { 20th.	" 7	7 10 "	" 5	7 30 "
" 23	12 30 { a.m.	" 8	8 5 "	" 6	7 10 "
" 24	6 0 { 21st.	" 9	8 20 "	" 7	8 15 "
" 25	6 0 { a.m.	" 10	7 55 "	" 8	7 58 "
" 26	6 0 { 23d.	" 11	8 10 "	" 9	6 55 "
" 27	8 15 { a.m.	" 12	8 40 "	" 10	7 42 "
" 28	10 35 p.m.	" 13	11 30 "	" 11	6 25 "
" 29	10 30 "	" 14	8 40 "	" 12	6 5 "
" 30	6 57 "	" 15	8 25 "	" 13	6 40 "
" 31	7 56 "	" 16	7 15 "	" 14	6 30 "
February 1	6 55 "	" 17	6 50 "	" 15	6 35 "
" 2	9 30 "	" 18	7 5 "	" 16	7 40 "
" 3	8 5 "	" 19	7 40 "	" 17	9 3 "
" 4	7 40 "	" 20	8 5 "	" 18	7 11 "
" 5	6 0 { a.m.	" 21	7 40 "	" 19	7 40 "
" 6	9 25 p.m.	" 22	11 18 "	" 20	8 55 "
" 7	6 0 { 8th.	" 23	8 50 "	" 21	7 45 "
" 8	0 35 { a.m.	" 24	7 40 "	" 22	8 50 "
" 9	0 25 { 9th.	" 25	7 50 "	" 23	7 50 "
" 10	11 2 p.m.	" 26	7 35 "	" 24	9 35 "
" 11	9 40 "	" 27	6 55 "	" 25	11 57 "
" 12	11 53 "	" 28	7 45 "	" 26	6 45 "
" 13	7 55 "	" 29	6 45 "	" 27	6 35 "
" 14	7 15 "	" 30	6 45 "	" 28	8 5 "
		" 31	7 45 "	" 29	7 10 "
		April 1	6 45 "	" 30	6 30 "
		" 2	6 50 "	" 31	9 15 "
		" 3	7 15 "	June 1	7 35 "
		" 4	7 25 "	" 2	7 40 "
		" 5	8 0 "	" 3	10 40 "
		" 6	11 30 "	" 4	7 33 "
		" 7	10 35 "	" 5	7 35 "
		" 8	7 25 "	" 6	8 5 "
		" 9	8 10 "	" 7	8 10 "
		" 10	8 0 "	" 8	6 25 "
		" 11	8 15 "	" 9	7 35 "
		" 12	6 35 "	" 10	6 40 "
		" 13	6 55 "	" 11	6 50 "

3.—RETURN of the Hour at which the *London Mail* arrived at the *Dublin* Post-office—*continued.*The Hours of Arrival of the *London Mail*, each Day, since 1 January 1840.

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1840:	H. M.	1840:	H. M.	1840:	H. M.
June 12	8 53 p.m.	August 16	9 8 p.m.	October 19	5 5 {a.m. 20th.
" 13	7 7 "	" 17	5 5 {a.m. 18th.	" 20	7 50 p.m.
" 14	7 34 "	" 18	11 50 p.m.	" 21	6 15 "
" 15	8 0 "	" 19	8 15 "	" 22	8 32 "
" 16	9 17 "	" 20	7 45 "	" 23	10 37 "
" 17	5 55 {a.m. 18th.	" 21	7 25 "	" 24	11 2 "
" 18	11 6 p.m.	" 22	7 35 "	" 25	8 14 "
" 19	9 35 "	" 23	6 40 "	" 26	8 10 "
" 20	9 45 "	" 24	6 26 "	" 27	9 50 "
" 21	9 48 "	" 25	7 20 "	" 28	8 0 "
" 22	9 40 "	" 26	6 20 "	" 29	7 18 "
" 23	8 5 "	" 27	6 35 "	" 30	7 22 "
" 24	8 55 "	" 28	7 40 "	" 31	7 35 "
" 25	10 18 "	" 29	7 0 "	November 1	7 45 "
" 26	7 20 "	" 30	7 15 "	" 2	7 20 "
" 27	6 40 "	" 31	7 20 "	" 3	7 3 "
" 28	7 0 "	September 1	7 45 "	" 4	9 35 "
" 29	6 30 "	" 2	7 43 "	" 5	6 55 "
" 30	7 35 "	" 3	8 45 "	" 6	5 50 "
July 1	9 45 "	" 4	9 30 "	" 7	6 45 "
" 2	8 5 "	" 5	7 45 "	" 8	7 14 "
" 3	5 45 {a.m. 4th.	" 6	7 47 "	" 9	7 30 "
" 4	10 10 p.m.	" 7	7 10 "	" 10	8 45 "
" 5	5 50 {a.m. 6th.	" 8	6 37 "	" 11	7 20 "
" 6	9 40 p.m.	" 9	8 20 "	" 12	6 58 "
" 7	10 10 "	" 10	10 10 "	" 13	10 0 "
" 8	8 50 "	" 11	11 44 "	" 14	12 15 {a.m. 15th.
" 9	8 40 "	" 12	10 10 "	" 15	7 30 p.m.
" 10	7 47 "	" 13	8 30 "	" 16	5 55 {a.m. 17th.
" 11	8 10 "	" 14	6 43 "	" 17	7 57 p.m.
" 12	7 40 "	" 15	7 48 "	" 18	7 0 "
" 13	6 35 "	" 16	12 8 {a.m. 17th.	" 19	7 30 "
" 14	7 10 "	" 17	11 15 p.m.	" 20	6 0 {a.m. 21st.
" 15	8 45 "	" 18	8 20 "	" 21	9 40 p.m.
" 16	7 55 "	" 19	7 35 "	" 22	8 15 "
" 17	8 25 "	" 20	7 48 "	" 23	9 5 "
" 18	7 30 "	" 21	6 45 "	" 24	7 22 "
" 19	8 15 "	" 22	10 40 "	" 25	7 37 "
" 20	7 40 "	" 23	6 58 "	" 26	7 10 "
" 21	8 5 "	" 24	6 55 "	" 27	7 18 "
" 22	8 47 "	" 25	6 45 "	" 28	8 40 "
" 23	8 25 "	" 26	7 38 "	" 29	9 28 "
" 24	7 20 "	" 27	9 17 "	" 30	7 40 "
" 25	6 58 "	" 28	11 43 "	December 1	8 45 "
" 26	6 30 "	" 29	6 10 {a.m. 30th.	" 2	8 35 "
" 27	6 20 "	" 30	10 10 p.m.	" 3	11 8 "
" 28	7 6 "	October 1	8 55 "	" 4	9 25 "
" 29	6 40 "	" 2	7 43 "	" 5	7 50 "
" 30	7 20 "	" 3	7 37 "	" 6	7 40 "
" 31	7 55 "	" 4	7 47 "	" 7	11 45 "
August 1	7 55 "	" 5	6 16 "	" 8	6 45 "
" 2	7 20 "	" 6	6 15 "	" 9	6 48 "
" 3	8 4 "	" 7	7 50 "	" 10	7 40 "
" 4	9 40 "	" 8	6 15 "	" 11	7 45 "
" 5	7 43 "	" 9	6 19 "	" 12	7 52 "
" 6	7 43 "	" 10	6 40 "	" 13	8 2 "
" 7	6 40 "	" 11	7 50 "	" 14	7 35 "
" 8	6 40 "	" 12	7 40 "	" 15	8 0 "
" 9	7 0 "	" 13	7 40 "	" 16	8 57 "
" 10	6 40 "	" 14	7 18 "	" 17	8 10 "
" 11	7 18 "	" 15	7 32 "	" 18	7 12 "
" 12	8 7 "	" 16	9 37 "	" 19	7 10 "
" 13	8 13 "	" 17	11 8 "	" 20	8 25 "
" 14	8 40 "	" 18	11 8 "	" 21	6 35 "
" 15	9 30 "				

3.—Return of the Hour at which the *London* Mail arrived at the *Dublin* Post-office—continued.The Hours of Arrival of the *London* Mail, each Day, since 1 January 1840.

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1840:	H. M.	1841:	H. M.	1841:	H. M.
December 22	6 52 p.m.	January 9	8 22 p.m.	January 29	8 50 p.m.
" 23	7 50 "	" 10	9 42 "	" 30	8 15 "
" 24	7 20 "	" 11	9 22 "	" 31	8 5 "
" 25	7 24 "	" 12	8 45 "		
" 26	7 55 "	" 13	8 52 "	February 1	7 35 "
" 27	7 19 "	" 14	9 45 "	" 2	9 20 "
" 28	7 10 "	" 15	9 25 "	" 3	7 10 "
" 29	9 35 "	" 16	10 35 "	" 4	7 45 "
" 30	10 32 "	" 17	12 10 { a.m. 18th.	" 5	7 5 "
" 31	6 0 { a.m. 1 Jan. 1841.	" 18	6 13 p.m.	" 6	8 32 "
1841:		" 19	7 40 "	" 7	9 20 "
January 1	11 40 p.m.	" 20	8 15 "	" 8	7 50 "
" 2	10 30 "	" 21	9 18 "	" 9	8 15 "
" 3	6 22 "	" 22	10 30 "	" 10	8 45 "
" 4	11 30 "	" 23	5 50 { a.m. 24th.	" 11	9 24 "
" 5	5 50 { a.m. 6th.	" 24	10 20 p.m.	" 12	6 10 { a.m. 19th.
" 6	7 0 p.m.	" 25	8 40 "	" 13	8 55 p.m.
" 7	8 5 "	" 26	8 55 "	" 14	9 0 "
" 8	8 0 "	" 27	8 48 "	" 15	7 48 "
		" 28	8 45 "		

The Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London* Mail; viz.

The Number of Days, 125, as follows:

1840:	1840:	1840:	1840:
January - 2	May - 17	September - 4	December 29
" - 11	" - 20	" - 10	" - 30
" - 12	" - 22	" - 11	" - 31
" - 13	" - 24	" - 12	
" - 15	" - 25	" - 16	1841:
" - 16	" - 31	" - 17	January - 1
" - 18	June - 3	" - 22	" - 2
" - 19	" - 12	" - 27	" - 3
" - 20	" - 16	" - 28	" - 4
" - 21	" - 17	" - 29	" - 5
" - 22	" - 18	" - 30	" - 10
" - 23	" - 19	October - 1	" - 11
" - 24	" - 20	" - 16	" - 12
" - 25	" - 21	" - 17	" - 13
" - 26	" - 22	" - 18	" - 14
" - 27	" - 24	" - 19	" - 15
" - 28	" - 25	" - 23	" - 16
" - 29	July - 1	" - 24	" - 17
February - 2	" - 3	" - 27	" - 21
" - 5	" - 4	November - 4	" - 22
" - 6	" - 5	" - 10	" - 23
" - 7	" - 6	" - 13	" - 24
" - 8	" - 7	" - 14	" - 26
" - 9	" - 8	" - 16	" - 27
" - 10	" - 15	" - 20	" - 28
" - 11	" - 22	" - 21	February 2
" - 12	August - 4	" - 29	" - 7
March - 13	" - 15	December - 1	" - 10
" - 22	" - 16	" - 3	" - 12
" - 23	" - 17	" - 4	" - 13
April - 6	" - 18	" - 7	" - 14
" - 7	September 3	" - 16	

General Post Office, Dublin,
6 March 1841.

Aug. Godby.

—4.—

A RETURN, showing the Number of MAIL STEAM-PACKETS on the *Liverpool* and *Kingstown*, *Holyhead* and *Kingstown*, *Milford* and *Waterford*, and *Port Patrick* and *Donaghadee* Stations, the Expenses incurred in the Building and Outfit and Repairs of the Vessels, the Expenses of the Establishments, and the Total Disbursements, and the Receipts and Passages, and the Totals of such Charges, from the 1st April to the 31st December 1840:—Also, the Amount paid by Government for the Contract for conveying the Day Mail from *Liverpool* to *Kingstown* (in continuation of Return of 18th June 1840).

STATION.	PERIOD.	Number of Packets.	DISBURSEMENTS.						RECEIPTS.									
			Amount of Expenses incurred in the Building, Outfit and Repairs of the Packets.		Coals supplied to the Packets, &c.		Expenses of the Establishments, &c.		Total Amount.	Passage Money, Freight, &c.	Sale of		Miscellaneous.	Total Amount.				
			£.	s. d.	£.	s. d.	£.	s. d.			Vessels.	Old Stores.						
Liverpool and Kingstown - }	1 Apr. to 31 Dec. 1840	5	28,206	-(a)	8,468	-	12,523	3 10	50,197	3 10	£.	s. d.	£.	s. d.	10,910	18 10		
			(a) Includes £.4,219 expense incurred in the building and outfit of the Hull of the Medina. (b)															
Holyhead and Kingstown - }	- ditto -	4	1,270	-	2,231	-	6,212	13 10	9,713	13 10	2,813	10 2	-	-	21	14 10	2,335	5 -
Milford and Waterford - }	- ditto -	-	1,563	-	4,378	-	6,523	16 2	12,964	16 2	1,000	9 9	-	-	-	4 -	1,000	13 9
Port Patrick and Donaghadee - }	- ditto -	2	189	-	578	-	2,077	5 3	2,844	5 3	856	16 11	-	-	-	-	856	16 11

(b) Building and outfit of the Hull of the Medina—Expended in the year 1839 - - - £. 9,269 - -
 Ditto - - - - - ditto - - - 1840 - - - 11,799 - -
 { 1st January to 31st March - - - £.7,580 - -
 1st April to 31st December - - - 4,219 - -
 Completed in 1840. £.21,068 - -

Amount paid by Government for the Contract for conveying the Day Mail between *Liverpool* and *Kingstown* - - - £.7,312 10 -

Admiralty, Somerset House, }
 24 March 1841.

J. T. Briggs.

LIVERPOOL AND KINGSTOWN, &c. MAILES.

RETURNS relating to the MAIL STEAM-PACKERS
on the several STATIONS for Communication with
Ireland.

(*Mr. W. O. Stanley.*)

*Ordered, by The House of Commons, to be Printed,
6 May 1841.*

296.

Under S oz.

MAILS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 10 March 1841 :—*for*,

A RETURN, for the Years 1839 and 1840, of the Rate of Travelling of the following *MAILS* in *Ireland*, the Mileage paid, the Contractor for each, the Date of existing Contracts, the Instances of Non-arrival up to Time, both in *Cork* and *Dublin*, for the Months of January and February 1841, and the Causes stated for any Delay :—*Dublin* and *Belfast*, *Dublin* and *Waterford*, *Dublin* and *Limerick*, *Dublin* and *Cork*, *Dublin* and *Londonderry*.

General Post Office,
22 March 1841. }

W. L. MABENLY,
Secretary.

MAIL COACHES.	Rate of Travelling per Hour.	Mileage for Horses, per single British Mile.	Mileage for the use of the Coaches, per British Mile.	Name of the Contractor.	Date of existing Contract.	Instances of Non-arrival up to Time at Cork and Dublin, during January and February 1841.	Causes stated for Delays at Cork and Dublin.
Dublin and Belfast - - -	8½ British Miles	d.	d.	{ Peter Purcell, Edward Anderson, Edward Greer, and Robert Greer - - }	30 March 1833.	-	The causes stated for the delays in the arrivals at Cork and Dublin were, " Frost, snow, fog, rain, bad road, compared to a bog on some portions, and a distemper among the horses between Dublin and Kilkenny," which completely prostrated their strength, and rendered those attacked totally unfit to perform their usual work.
Dublin and Waterford - - -	8½ ditto	-	-	Peter Purcell - -	6 July 1837.	-	
Dublin and Limerick - - -	9½ ditto	-	-	{ Frederick Bourne and Richard Bourne - }	5 July 1838.	-	
Dublin and Londonderry - - -	8½ ditto	-	-	Peter Purcell - -	6 January 1840.	-	
Dublin and Cork, <i>viâ</i> Clonmel - -	{ 7½ in winter, 8½ in summer }	-	-	Peter Purcell - -	21 February 1833.	-	Daily.

General Post Office, Dublin, }
17 March 1841.

Jas Cumming,
Resident Inspector Mail Coaches.

MAILS (IRELAND).

A RETURN of the Rate of Travelling of certain
Mails in *Ireland*, Mileage paid, &c. for the Years
1839 and 1840.

(*Mr. Bennish.*)

Ordered, by The House of Commons, to be Printed,
25 March 1841.

CHANNEL ISLANDS MAILS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 2 February 1841;—*for*,

COPY of the REPORT of the COMMITTEE appointed by the Lords of the Admiralty to inquire as to the comparative Advantages afforded by different Ports in the Channel as Ports for the Arrival and Departure of the CHANNEL ISLANDS MAILS.

Ordered, by The House of Commons, to be Printed, 2 April 1841.

Sir,

Royal Hospital, Greenwich, 25 March 1841.

WE have the honour to acquaint you, that in conformity with the instructions of the Lords Commissioners of the Admiralty, contained in Sir John Barrow's letter of the 30th May 1840, to Real Admiral Sir James Alexander Gordon, we have inquired into the questions therein referred to for our consideration and report, namely, "The best Port of arrival and departure for Her Majesty's Packets employed in the conveyance of the Mails between England and the Channel Islands, and the size and power of Steam-vessels best adapted for that service;" and, having completed the investigation, we beg to transmit to you, for the information of their Lordships, a brief statement of our proceedings, accompanied by certain recommendations, which we submit for approval. Our recent examination of the several ports in the English Channel rendering it unnecessary for us to revisit them, we left London on the 29th August, unaccompanied by our colleague, Mr. Lawrence, whose official duties at the general Post-office prevented him joining us on this occasion, and repaired to Weymouth, where for several days we were engaged receiving evidence, which the municipal authorities considered it essential to adduce, for the purpose of substantiating the allegations relative to the packet station, contained in a memorial addressed by them in March 1840 to the Lords of Her Majesty's Treasury.

We likewise inspected the harbour and its approach minutely, and collected all the information we required for the attainment of the object we had in view.

A packet on the Weymouth station having been placed at our disposal, to facilitate our inspection of the shores and surrounding dangers of the Channel Islands, we crossed over in the "Dasher" to Guernsey, and from thence proceeded to Jersey. Our time at these islands was employed in surveying all parts of their coasts by land and sea, and in the reception of deputations from the States, from the Chambers of Commerce, and from the inhabitants generally, by whom we were furnished with copies of resolutions expressive of a concurrent and earnest desire that Weymouth might be continued the immediate point of communication with England.

From the position of the Channel Islands, the selection of a port for the most efficient performance of this service is comprised within such narrow limits as to confine the choice between Weymouth and Southampton; and the comparative merits of these are not of a nature to call for many remarks.

There can be no doubt but that the port of Southampton is eligible for the reception of these packets, and will be more so at a future period.

At Weymouth the depth of water at low spring-tides was, at the period of our visit, insufficient; but arrangements had been made for deepening and improving the harbour; and the authorities then pledged themselves to obtain, within the period of eight months, an uniform depth of 12 feet at low-water spring-tides, throughout all parts navigated and occupied by Her Majesty's packets. It is not our province to express an opinion upon the mode in which these alterations may

be best effected ; but, as they are to be conducted under the direction of Mr. Cubitt, an eminent civil engineer, we conclude they will be properly executed.

It may be urged, that the approach to each port is equally defined and easy of access ; and though we may not be disposed to dispute this point, navigators generally will do so, and in this respect decide in favour of Weymouth.

The comparison is thus, in a degree, reduced, and will appear as follows : Southampton may be reached from London in three hours and a half ; whilst Weymouth cannot be attained in less than 10 hours, showing a difference of time of six hours and a half, land-carriage, favourable to Southampton. But Southampton, in the most direct line, is about 32 miles further from Guernsey than Weymouth is, which, at the average rate of steam-packet speed, eight miles per hour, exhibits a difference of four hours, sea-passage, in favour of Weymouth, thereby giving Southampton a balance, in general time, of only two hours and a half.

Again, it must be remembered that a straight course from Southampton would somewhat entangle a vessel with the "Caskets," and the rocks and races that extend considerably beyond them, to avoid which, in unfavourable or doubtful weather, a considerable angle must be made, causing an augmentation of the distance, and probably increasing the danger of the passage ; whereas from Weymouth, situate due north from Guernsey, a line nearly south, true, clears the Caskets and adjacent rocks to the westward ; and this line prolonged leads to the entrance of the Little Russell Channel, not far from St. Peter's Port, so that an experienced commander, by making a correct allowance for the set of the tides, may be almost sure of making a good land-fall, and accomplish the passage even under circumstances of difficulty.

Our reason for noticing Guernsey only, in this comparison, arises from that island being the first touched at, and the passage from thence to Jersey being alike to vessels coming either from Southampton or Weymouth.

There is another feature of considerable importance which must not be overlooked. If regard be attached to the mails from the western world, (and their early arrival must be of vast importance to the mercantile community of the Channel Islands,) it will be perceived that so long as their primary port of debarkation is to the westward of Weymouth, the space which they will have to pass *in transitu* will be lessened by the distance, or nearly so, that Weymouth lies west of Southampton.

Having thus detailed the principal arguments that bear upon this portion of our inquiry, it only remains for us to report, after deliberate consideration, our belief that Weymouth will be found the best port for Her Majesty's packets conveying the mails between England and the Channel Islands.

Adverting to the second part of their Lordships' instructions, where we are directed to report upon the size and power of steam-vessels best adapted for this service, we will, in the first instance, briefly review the resources of the existing Packet Establishment.

These consist of three steam-vessels, two of them propelled by engines of an united power of 100 horses each, and the other of a power of 80 horses, their draughts of water varying from nine feet six inches, to eight feet and a half.

Two of these packets are appropriated for the conveyance of the mails to and from the islands twice a week, leaving Weymouth every Wednesday and Saturday at 9 P. M. ; the first returning from Guernsey on the following Saturday, and the second on the succeeding Tuesday. The third packet is stationed at Weymouth in reserve, but kept ready for sea, in the event of accident occurring to either of those in regular employ ; but it will be seen, that in cases of emergency this vessel, from her position, is available for carrying the mails from England only, and, therefore, should any serious casualty occur to a packet when on the other side, the mails for England must be delayed until the arrival of the next packet, and a detention of three, if not four, days would occur, unless the mails were to be forwarded by a private vessel.

From an official return of the time occupied by the packets in their various passages, we learn that during a period of 12 consecutive months, their averaged run from Weymouth to Jersey, landing the mail at Guernsey, was 13 hours 12 minutes, and from Jersey to Weymouth, receiving the mails at Guernsey, was 12 hours 55 minutes.

The failures in the performance of this service have been but few ; and when we recollect the small size and power of the packets, the occasional turbulent seas, the

the rapid tides and races to which they are subjected, it must be admitted that the passages thus exhibited are strong testimonials of the zeal and abilities of the commanders of these vessels.

A further official return was made to us of the number of passengers who embarked in these packets in 1839, the total was 5,212; of these, 2,347 were cabin, and 2,865 deck-passengers, including amongst the latter 193 paupers. The passage-money received annually must therefore be considerable, and would seem to warrant the conclusion that a larger class of steamers, and an acceleration of the land conveyance would be productive of a commensurate pecuniary return, as probably to defray the expenses attending a larger establishment.

The passages made by us in the "Dasher," to and from the islands, confirmed the opinion we had previously formed at Weymouth, that the vessels now employed are deficient in size and power to contend with the strong winds and heavy seas they so frequently encounter. We therefore propose, that vessels of larger tonnage and superior steam power be substituted for them.

By this proposition we do not anticipate that the maximum speed of the large vessel will very much exceed that of the smaller, but we expect more uniformity and certainty to arise therefrom; the time occupied at sea will generally be reduced, and a smaller proportion of coal consumed than would otherwise result from the actual difference in engine power. The adverse winds which would considerably impede the velocity of the lesser, would be scarcely felt by the larger vessels, and in heavy gales these would perform their passages when those of a smaller size would not venture to sea.

It now becomes our duty to recommend that there be three steam-vessels built for this service, each of 400 tons burthen, old register measurement, and each fitted with engines of 180 collective horse power.

As it is the custom for the packets to receive fuel at Weymouth and Jersey, and the passage across being short, it is not requisite to place a great weight of coal on board; from whence we infer, that such vessels may be constructed without any material increase in their draught of water beyond that of the largest packet now employed; should their displacement, however, be greater than we premise, the difficulty arising therefrom will be overcome by the completion of the measures adopted for deepening the harbour of Weymouth and by the harbour piers of St. Helier's, Jersey, being carried out seaward, as is intended, where, from the rapid lift of tide, the detention of egress and ingress would merely amount to a few minutes. Vessels of the class recommended, will be competent to carry and work guns of larger calibre, and may become, not only their own defenders, but be rendered very useful in protecting the coasts, or for other national purposes, in time of war, when daily intercourse with the Channel Islands may be found expedient.

Although, perhaps, foreign to the subject immediately referred to us, we cannot forbear drawing their Lordships' attention to the situation of a large body of respectable individuals who are admitted on board the packets for a passage upon the payment of half cabin fare, but for whom no accommodation below is provided; consequently they are obliged to remain on deck without any protection, exposed in many instances, but particularly in the winter months, for 12 or 13 hours to the inclemency of the weather and sea. We therefore suggest that, in the internal arrangement of any future packets, a fore-cabin be fitted up and appropriated for those passengers who may be disposed to avail themselves of such accommodation. We likewise beg to submit, that three packets be dispatched weekly from each port; it will, we presume, be found that the number now on the station is fully equal for this extra service; that the additional expense incurred thereby will, if any, be small; that in cases of accident at or near the islands, the delay in forwarding the mails will be shortened; and convenience will accrue to the public by more frequent opportunities of communication.

In closing this report, we beg to introduce some remarks and recommendations relative to the transmission of the mails by land. At present the London and western mail-coaches reach Weymouth respectively at 8 h. 15 m. A. M. and 7 h. 48 m. P. M. and they leave in like order at 6 h. 50 m. and 6 h. 15 m. A. M. A day-coach from London also arrives at Weymouth between the hours of eight and nine P. M. whose island passengers are in time to embark with the western mails.

We have already noticed that the packets leave Weymouth at 9 P. M., from which it appears that the London correspondence is detained there upwards of 12 hours; and this defect, we conceive, might be remedied by the dispatch of a day or an

alternate daily mail, conveyed by the South-western Railroad to Southampton, and from thence forwarded 64 $\frac{1}{2}$ miles by coach to Weymouth. The distance by railroad could be performed in 3 $\frac{1}{2}$ hours, and that by coach in 6 $\frac{1}{2}$ hours, making, as before stated, 10 hours for the entire journey.

This mail might leave London at 2 P. M., or somewhat earlier if required, as we propose that the packets should start from Weymouth at midnight; and the superior qualities of these vessels would always insure their return from the islands in time to forward their respective mails at 8 P. M., thus enabling them to reach the metropolis at six o'clock on the following morning. On referring to the Southampton Railway Bill, we perceive that the departures of the mail and "fast trains" do not exactly accord with our proposition, but we are of opinion that the directors of the railroad would, in this respect, accede to any change, if officially represented to them as beneficial to the public; and we imagine that a contract for a mail-coach to run between Southampton and Weymouth would be readily undertaken, from the persuasion that such a conveyance, in conjunction with a line of efficient packets, would be preferred by the majority of passengers going to and from the islands.

By the establishment of a day or an alternate daily mail, the Government, and those parties residing in London who are connected with trade, would be enabled to reply to communications made to them, by return of post, as we apprehend the time would be sufficient for such purposes between the hours of the early delivery and the closing of the mail-bags.

Moreover, by this arrangement, letters posted in London on the packet-days, would, under ordinary circumstances, reach Jersey, the most remote island, in 24 hours, having been conveyed about 230 miles by land and sea, at the rate of nearly the best mail-coach travelling in the kingdom; and, with respect to the receipt of correspondence three times a week, the Channel Islands would be then placed on an equality with our distant towns, into whose neighbourhood the advantages of railroad communication have hitherto not extended.

We have, &c.

(signed) *James A. Gordon*, Rear-Admiral,
Chairman.

Richard Drew,
Elder Brother of Trinity House.

M. Dixon, Commander R. N.
Secretary.

R. More O'Ferrall, Esq.
&c. &c. &c.

Weymouth Town Council, 7 September 1840.

EXTRACT from Book of Proceedings :

Resolved,

THAT the Report of the Harbour Committee now read be received and adopted; that they be directed to carry the wishes of the Council fully into effect; and that the harbour be deepened to an uniform depth of 12 feet at low-water spring-tides, in the time specified, viz. six or eight months.

(signed) *H. H. Tizard*, Town Clerk.

Whitehall, Treasury Chambers, }
31 March 1841.

R. GORDON.

CHANNEL ISLANDS MAILS.

REPORT of the COMMITTEES appointed to inquire as to the comparative Advantages afforded by different Ports in the Channel as Ports for the Arrival and Departure of the CHANNEL ISLANDS MAILS.

(*Mr. George Hope.*)

*Ordered, by The House of Commons, to be Printed,
2 April 1841.*

216.

Under 1 oz.

WEST INDIA MAILS.

RETURNS to TWO ORDERS of the Honourable The House of Commons,
dated respectively 2 & 9 February 1841 ;—for,

COPIES of the THIRD REPORT of the Commissioners appointed to Inquire respecting the PORT to be selected for the ARRIVAL AND DEPARTURE of STEAM VESSELS conveying the MAILS to the *West Indies* and other Places ; also of the CORRESPONDENCE between the Treasury and the several Parties interested therein ;

and,

COPIES of PAPERS annexed to or referred to in the Reports of the Committee appointed by the Lords of the Admiralty to Inquire as to the COMPARATIVE ADVANTAGES afforded by the different PORTS in the Channel as Ports for the Departure and Arrival of the WEST INDIA MAILS.

Whitehall, Treasury Chambers, }
19 February 1841.

R. GORDON.

Ordered, by The House of Commons, to be Printed, 22 February 1841.

R E P O R T.

Sir,

Admiralty, Somerset-house, October 1840.

ADVERTING to Sir John Barrow's letter of 5th inst. to Rear-admiral Sir James A. Gordon, in which is expressed the desire of the Lords Commissioners of the Admiralty that we should take into consideration certain memorials and other documents which have been addressed to the Lords of Her Majesty's Treasury since the date of the Report of the Harbour Committee, viz. 6th of August last, and being further desired to communicate to their Lordships any observations we may think fit to make thereon ; we have the honour to acquaint you for their Lordships' information, that we have attentively perused and considered every document thus brought before us ; and although in some of them objections are urged, and arguments are advanced, in opposition to the judgment we pronounced in favour of Dartmouth, yet we have been unable to discover in any of them just grounds to impugn our decision ; or to induce us to swerve from an opinion, based on the most rigid scrutiny and reported upon after mature deliberation.

In our examination of the claims of the competing ports, the faithful acquittal of the duty entrusted to us was the grand object we had in view, and, with a due sense of the responsibility attached to us, we endeavoured throughout the whole of our proceedings to act up to the spirit of our instructions.

We must, however, remark that in the Appendix of our Report of the 6th August, we calculated the land distance from Falmouth to Exeter at 112 miles, which indeed by the mail-coach road, *via* Plymouth, is correct, but by another route, equally available, it is but 98 miles, which lesser distance ought to have been given in favour of Falmouth, and this error would have been notified to their Lordships at an earlier period had we deemed it of sufficient consequence ; but the importance we attached to the comparison in the Appendix, as it affected the ports west of Dartmouth, was so trifling, that we did not consider ourselves called upon to make it the subject of a special communication. Nevertheless, as considerable stress has been laid upon it by parties interested in favour of Falmouth, we take this opportunity of acknowledging an unintentional inaccuracy.

In conclusion, as nothing has hitherto transpired to shake the opinion we have already expressed on this important question, but that, on the contrary, our views on some material points have been confirmed and strengthened ;

We once more beg you will be pleased to convey to the Lords Commissioners of the Admiralty our decided opinion that Dartmouth will be found the most eligible port in the English Channel, wherein the West India, Alexandria, and Peninsula mails may be embarked and landed.

We have, &c.

(signed) *James A. Gordon*, Rear Admiral, Chairman.
Rich. Drew, Elder Brother Trinity House.
Thos. Lawrence, Assist. Sec. General Post-office.
M. Dixon, Commander R. N. Secretary.

R. More O'Ferrall, Esq.

MEMORIALS TO THE TREASURY,

Which were transmitted for the Consideration of the Committee.

LONDON.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Merchants of *London* and others interested in the Mail Communication with the *Peninsula* and *Mediterranean*, agreed to at a Public Meeting held at the London Tavern, on Wednesday the 18th March 1840,

Showeth,

THAT the present arrangements for the transmission of mails between this country and the Peninsula and Mediterranean ports, although greatly superior to those which previously existed, are still susceptible of very important practical improvement.

That much delay now occurs from the usual time of arrival of the contract steam packets at Falmouth and the delivery of the letters in London, and also, though not in an equal degree, between the time of the mails being made up at the General Post-office and their embarkation in the packets.

That your Memorialists respectfully represent that a considerable portion of this delay might be obviated if the mails were landed and embarked at Southampton or Portsmouth instead of at Falmouth.

In support of this representation your Memorialists beg leave to submit the following facts and estimates.

If the outward mails were dispatched from London on Saturday afternoon, or such other day as might be more convenient, at, say three o'clock p.m., they would arrive at Southampton or Portsmouth in the present state of the roads about nine p.m., or when the railways are complete, about seven p.m., consequently they might be embarked and the vessel proceed to sea the same evening. Estimating from the usual performance of these steam vessels, and allowing for the difference of distance of the sea passage to and from Southampton or Portsmouth, as compared with Falmouth, the vessels, if dispatched on the Saturday evenings, would enable the steamers with the return mails to arrive, in ordinary circumstances, at Southampton or Portsmouth on Friday mornings; time would therefore be afforded for replying to communications of importance by the outward bound packet of that week, and consequently an acceleration of a week, as compared with the present arrangements, would be gained in the course of post to and from London and the Peninsula and Mediterranean ports.

Your Memorialists therefore pray your Lordships to take these facts into consideration, and to adopt with as little delay as possible the necessary measures for carrying into effect an improvement which must be admitted to be of considerable importance to the wealth, commerce, and public interests in general of this country.

(signed by) *Sadler, Bruno, Silva & Co.*
 And 114 others.

To the Right honourable the Lords of Her Majesty's Treasury.

The MEMORIAL of the undersigned Bankers, Merchants, Traders and others of the Cities of *London* and *Westminster*,

Most respectfully sheweth,

THAT your Memorialists are particularly interested in the speedy transmission of foreign and colonial letters.

That your Memorialists view with the utmost satisfaction the unremitting attention of Her Majesty's Government to facilitate by every means the greatest possible dispatch of correspondence to and from all parts of the United Kingdom, and also the improved and still improving arrangements of the Post-office department for the transmission of the foreign mails.

That your Memorialists are credibly informed, and they confidently believe, that the correspondence transmitted through the steam-packet contractors to and from Spain and Portugal, the Mediterranean, Levant, and overland to and from India, have been frequently delayed many hours at Falmouth, the state of the weather on occasions precluding intercourse between the packets and the shore in that exposed anchorage, the steam-ships being nevertheless compelled by the present Post-office arrangements to land and embark those mail-bags at the port of Falmouth exclusively.

That your Memorialists are also credibly informed, and they confidently believe, that the recurrence of this loss of time may be wholly obviated by the shipment and landing of these mails at Devonport in the port of Plymouth, which from Cape Finisterre is 31 miles nearer than Falmouth to London, and the manufacturing districts of the north of England; and that your Memorialists are further credibly informed, and they confidently believe, that the port of Plymouth offers very superior accommodation for steam-ships of the largest dimensions, and affords the greatest facilities for landing and shipping the mails in the most stormy weather; that the port of Falmouth does not afford the necessary accommodation for ships of the largest dimensions, neither by depth of water, docks nor stores; and that notwithstanding the present necessity for the Peninsula Steam-packet Company to take on board, and to deliver the mails at Falmouth, their ships also of necessity proceed to the port of Plymouth for supplies of fuel, and for such repairs and stores as cannot be procured at Falmouth.

Your Memorialists humbly submit to your Lordships that the increased application of steam power in the packet service will eventually lead to the almost exclusive employment of steam-ships of the largest size for the conveyance of the foreign mails, and that, if your Memorialists have been correctly informed, it will appear that the transmission of the foreign mails *via* Falmouth will be attended with increased delay and consequent inconvenience and loss to the public service and commercial interests of the country, and your Memorialists do therefore most respectfully solicit your Lordships to institute the requisite inquiry, and to take such steps thereupon as to your Lordships shall seem most fit.

(signed) Briggs & Co.
And others.

My Lords,

Crutched Friars, 5 June 1840.

UNDER the permission contained in your Lordships' letter of the 20th ult., we have the honour to submit to your Lordships, that we, and the merchants whom we represent, connected in trade with the Peninsula and Mediterranean ports, have experienced great inconvenience from the mails for those parts being made up in this city on a Saturday, and therefore respectfully solicit that your Lordships will be pleased to direct that the needful alterations may be made for dispatching the mail on Wednesday instead of Saturday in each week.

Saturday being a day on which, from a long established and almost universal custom, we are called upon to make our weekly payments and collections, our

time and that of our clerks is of necessity much taken up, and consequently but little leisure being left for correspondence, it is as a post-day peculiarly inconvenient to us.

Your Lordships will doubtless also be aware, that under the present system of forwarding the mail to Falmouth on Saturday evening, a day is frequently lost to us, from the circumstance of the steam packet, which departs from and returns to that port, arriving back on a Friday evening, the mails consequently reaching London on a Sunday morning, whereas we cannot receive our letters until the Monday.

We take the liberty of further drawing your Lordships' attention to the fact that, if from any cause it becomes requisite on an emergency to delay the mail beyond the regular day, there follows the positive necessity for a detention of two days; whereas only one day might be required if any other than Saturday was the day fixed upon.

In requesting that your Lordships will be pleased to substitute Wednesday, we have been guided by a conviction that it will meet the wishes generally of those who are interested in the trade, both in this country and abroad, by not only removing the inconveniences experienced here, but by obviating a delay which is constantly occurring under existing arrangements, from the packet's arriving at Lisbon on her return voyage on a Saturday afternoon or Sunday.

The memorial which we had the honour to forward to your Lordships upon the 27th March last, earnestly prayed that the Channel station for the packets might be changed from Falmouth to either Portsmouth or Southampton, in consequence of the greater facility of communicating with either of the last-mentioned ports; and now that the railroad is opened all the way from London to Southampton, it becomes still more an object to be desired by all who are connected with the Peninsula.

In support of the prayer of the memorial, and in order to show your Lordships how fully we should be benefited by the change of packet station, and by altering the day of making up the mails, we have to crave your Lordships' attention to the annexed statement, whereby you will perceive that under ordinary circumstances we should receive our letters three days sooner than we do under the present arrangement; also that the letters from Spain and Portugal would reach us in time to be answered by the outward-bound packet of the same week, instead of arriving, as is now the case, two to three days after its departure, and that therefore an acceleration of one week in the course of post between this and the Peninsula would be obtained; an improvement not only of great importance in a commercial point of view, but one which must be desirable for the public despatches of Government.

We also submit that Government would derive an advantage from the communication by semaphore, were Portsmouth or its vicinity selected as a packet station.

With reference to the annexed scheme of the departures and arrivals of the Peninsular packets, under the arrangement we have the honour to propose, we respectfully request that your Lordships will be pleased to direct that its merits may be taken into consideration, and decided on with that promptitude which its importance demands.

I have, &c.

(signed)

Geo. H. Foster.
F. J. Van Zeller & Co.
Geo. Scholefield.
And two others.

The Lords Commissioners of
Her Majesty's Treasury.

SCHEME of the DEPARTURES and ARRIVALS, under Ordinary Circumstances, of the Peninsular Mail Packets, under the Arrangement proposed by the Committee of Merchants connected with *Spain, Portugal, and the Mediterranean.*

Mail to leave London	- - -	- Wednesday	- - -	8 P. M.
Arrive at Portsmouth or Southampton	- - -	- Ditto	- - -	11½ P. M.
Vessel to start from	- Ditto - -	- Thursday	- - -	1 A. M.
Arrive at Lisbon	- - -	- Tuesday	- - -	6 A. M.
Depart from Lisbon	- - -	- Wednesday	- - -	6 A. M.
Arrive at Cadiz	- - -	- Thursday	- - -	Noon.
Depart from Cadiz	- - -	- Ditto	- - -	3 P. M.
Arrive at Gibraltar	- - -	- Friday	- - -	6 A. M.
Depart from Gibraltar	- - -	- Saturday	- - -	8 P. M.
Arrive at Cadiz	- - -	- Sunday	- - -	6 A. M.
Depart from Cadiz	- - -	- Ditto	- - -	9 A. M.
Arrive at Lisbon	- - -	- Monday	- - -	3 P. M.
Depart from Lisbon	- - -	- Wednesday	- - -	6 P. M.
Arrive at Portsmouth or Southampton	- - -	- Monday	- - -	6 P. M.

Letters might therefore be delivered on Tuesday morning in London, thus affording ample time to the merchants to send their answer by the outward-bound packet of Wednesday evening.

BRISTOL.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.
The MEMORIAL of the Mayor, Aldermen, and Burgesses of the City of *Bristol*
in Council assembled.

Showeth,

THAT your Memorialists have observed that it was stated by the Right honourable the Chancellor of the Exchequer, in the House of Commons on the 1st of May instant, in answer to a question by the honourable Member for Falmouth, respecting the station for the royal mail steam packets, "That it was the intention of Her Majesty's Government to appoint parties connected with the Navy or the Post-office, and unconnected with politics, to report upon the subject; and that instructions should be issued, calling the attention of those parties to different points which it would be requisite they should investigate."

Your Memorialists therefore earnestly request, that in such instructions Bristol may not be omitted from the list of ports whose claims are to be considered, as they feel confident that the capabilities of Bristol for such a purpose will be found superior to any other port.

They again beg leave respectfully to call your attention to the Memorial from this city, presented to your Lordships in October last, and more particularly to the allegation contained in it respecting the low price of excellent steaming coals, in comparison with the price of such coals at any port in the English Channel; and which allegation, as well as the other allegations contained in the said Memorial, your Memorialists are desirous of being called upon to substantiate.

Bristol, 6 May 1840.

(L. S.)

SOUTHAMPTON.

Sir,
Southampton Dock Office,
19, Bishopsgate Within, London, 13 April 1840.

By desire of the Court of Directors of the Southampton Dock Company, I have the honour to transmit to you, enclosed, a copy of a resolution of that court, having for its object to lay before the Lords Commissioners of Her Majesty's Treasury the peculiar eligibility of the Southampton docks for the home station of the several lines of Royal mail steam packets now or about to be established.

The locality of Southampton itself, the accommodation to be had in its docks, and the facility of intercourse with London afforded by its railway (to be opened throughout by the middle of next month), combine to give it such paramount claims,

claims, as make it a duty on the part of the directors to ask permission to submit the company's plans and arrangements to their Lordships' personal consideration.

For that purpose I am therefore instructed to request that you would move their Lordships to honour a deputation of the Court of Directors with an appointment for an interview, at their Lordships' convenience.

I have, &c.

(signed) *Geo. Saintsbury*, Secretary.

Southampton Dock Company.

Extract from the MINUTES of the Court of Directors, 9 April 1840.

Resolved,

THAT a deputation, consisting of the chairman, deputy-chairman, Mr. Chrystie, and the secretary, do request an interview with the Lords of the Treasury, for the purpose of submitting to their Lordships the peculiar eligibility of the Southampton docks for the home station of the several lines of Royal mail steam packets.

I have, &c.

(signed) *George Saintsbury*, Secretary.

Royal Mail Steam Packet Company,
No. 3, Winchester-buildings, 26 August 1840.

Sir,

I AM desired by the Directors of this Company to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that although the Report of the Commissioners appointed to inquire as to the advantages of the different ports in the English Channel as a packet station, has not reached them officially, nor have they been called upon by their Lordships to take any steps in reference thereto, it has received their most serious attention. The directors therefore entreat that their Lordships will refrain from approving of the port of Dartmouth, as recommended in that Report, until they shall have an opportunity of showing, as they shall be prepared to do, that its being adopted as the place for shipping and landing the mails would be most injurious as respects the interests of this company, without any advantage to the public at large.

I have, &c.

Robert Gordon, Esq. M.P.
&c. &c. &c.

(signed) *H. Longlands*, Secretary.

Royal Mail Steam Packet Company,
No. 3, Winchester Buildings, 14 Sept. 1840.

Sir,

WITH reference to my letter of the 7th instant, I have the honour to acquaint you, for the further information of the Lords Commissioners of Her Majesty's Treasury, that the directors of this company, to reassure themselves that Southampton could be made approachable at all times of tide, by night as well as day, sent an eminent engineer to examine into the plans of the dock company for deepening the river Itchen.

The directors have now the satisfaction of transmitting herewith a copy of Mr. Smeaton's Report, in which he fully confirms and approves of the plans of the Southampton Dock Company; and therefore it remains for Her Majesty's Government to determine whether they will consent to Southampton being the port for the receipt and delivery of the mails, as well as the port of departure for the company's ships.

I have, &c.

R. Gordon, Esq. M.P.
&c. &c. &c.

(signed) *H. Longlands*, Secretary.

Copy of the REPORT of *John Smeaton*, Esq. Engineer, respecting the Accommodation of Steam Vessels at *Southampton*.

Sir,

London, 12 September 1840.

IN compliance with your instructions, I have made a survey of the Southampton River, with a view to the accommodation which may be expected for your larger class of steam vessels, and beg to report as follows :

That I consider the situation of the proposed new docks extremely well adapted for any commerce which may be carried on by steam or sailing vessels ; the facilities which the Southampton River affords have been ably and correctly stated by the officers of the navy, in their evidence before a Committee of the House of Commons, and the expectations expressed by them in regard to the port of Southampton appear to me to be fully borne out by the construction of the new docks now in progress.

I have taken the plans and surveys of Mr. Giles in preference to making them myself, and have every confidence that they are executed with his established accuracy.

The approach to the mouth of the new dock being through the river Itchen, affords the advantage of steamers getting out of the general traffic and entering the basin in quiet water ; and although the channel be narrow, it can never be disadvantageous to a steam vessel, while the current of the ebb tide from so large an estuary would tend to the keeping the deep water channel clear of deposits of mud and silt.

A very great advantage to the port consists in the extraordinary period of high water, which may be said to continue stationary for about two hours, thus allowing a facility for the navigation not to be met with in any other harbour in England.

The freedom from ice in the river Itchen may also be regarded as a great desideratum in steam navigation, as well as the steady and moderate currents of the flood and ebb tides.

The facility of approach and departure at all times of the tide, and in every season of the year, has been already explained in the reports and the evidence of nautical men ; and it appears to me that their opinions are fully warranted.

Another important consideration with regard to the port of Southampton is, the proximity to London created by the railway, and affording, by means of the telegraph now used so successfully on the Blackwall Railway, a communication for Government, or others, not to be met with elsewhere.

The entrance to the tidal basin now in progress of execution, secures a quiet harbour, as it will be sheltered from any heavy sea, and peculiarly protected from the south-west winds which prevail in the South of England.

Reference having been made to a sand bank a little below the confluence of the rivers Southampton and Itchen, I have examined it, and find that there is fully 18 feet over it at low water of spring tides ; and as there is besides a deep navigable channel, there can be no obstruction by the bank to the navigation to and from Southampton.

The river from Southampton to the sea is considered by the most experienced sailors free from all obstruction, and capable of containing any number of vessels, with very good anchorage.

The entrance to the Itchen may be made quite marked and distinct, by the mooring of a floating light outside of the bank on which the docks are to be placed.

I have carefully examined the river Itchen, with reference to the deepening of the water to 18 feet low water spring tides, as proposed by Mr. Giles, and am of opinion that no difficulty need be apprehended in the execution of the work, or in keeping the depth afterwards. The substance of the soil is light and easily dredged up by ballast lighters, or steam dredge boats, and when once formed, I consider that the ebb tide current will carry off all the deposit from the channel.

The deposit of mud and silt is very small in the river Itchen, on account of the purity of its supply of spring water, and the estuary is extensive, and allows a reservoir of tide water sufficient to keep clear the entrance to the docks.

I therefore consider that the situation of the proposed docks at Southampton affords an accommodation for your steam vessels, which cannot be exceeded in

England, and as there exists no difficulty in the construction of the tide basin and docks, I consider that when the works are advanced, Southampton as a steam-boat station will be unrivalled in England.

I am, &c.

Henry Longlands, Esq.

(signed) *John Smeaton.*

SIR,

Royal Mail Steam Packet Company,
No. 3, Winchester-buildings, 13 October 1840.

I am desired to request that you will submit, for the consideration of the Lords Commissioners of Her Majesty's Treasury, the recent instance of the arrival of the Oriental steam packet at Falmouth, as one which is strongly confirmative of the reasons which induce this Company to object to Dartmouth, as stated in my letters of the 7th and 14th ultimo.

Although the steam-packet Oriental arrived at Falmouth on Thursday the 8th instant, at 1 p. m., the letters brought by her did not reach London until Saturday morning, and could not be received in Glasgow or Edinburgh until Sunday at one a.m. Had this vessel steered a straight course up Channel, she could have reached Southampton before six a.m. on Friday, and the mails might have been in London by nine a.m. the same day, and in Glasgow or Edinburgh, instead of the Post-office in London, by one p.m. on Saturday; and had she arrived earlier in the day even at Falmouth, the mail could have reached the Post-office so as to admit of still greater comparative dispatch. If Dartmouth had in this case been the place of arrival, the letters would not have been sent from thence before the time they could have been in London, if landed at Southampton. Upon this occasion the Oriental went from Falmouth to Liverpool in 31 hours, but the letters by her only reached Liverpool about the same time the vessel did, even after her stay at Falmouth of five hours.

I have, &c.

(signed) *H. Longlands, Secretary.*

To the Lords Commissioners of Majesty's Treasury.

The MEMORIAL of the Merchants, Shipowners, and other Inhabitants of the Town of *Southampton*.

THE undersigned merchants, shipowners, and inhabitants of the town of Southampton and its neighbourhood, having heard that it is in contemplation to remove the packets from Falmouth to some port nearer to London, beg respectfully to represent to your Lordships the many advantages which the port of Southampton offers as a station for foreign packets.

The railroad which is now nearly completed will bring Southampton within three hours of London. The port of Southampton is perfectly secure and accessible in all weathers and at all times, with a sufficient depth of water for steam vessels of the largest class.

Packets can lie alongside the Royal Pier, which affords every convenience for embarking and disembarking.

A large tidal basin is in progress of being formed for the express purpose of receiving steam vessels. There is every reason to believe that in the event of Southampton becoming a station for foreign packets, the French government would gladly avail itself of the facilities it would offer to send many of their foreign mails.

Your Memorialists venture to solicit your Lordships' attention to these circumstances, confident that a full inquiry will bear out their statements, and prove that no port can offer to Her Majesty's service, and the public convenience, the same or equal advantages as Southampton for a foreign packet station.

(signed) *Joseph Lobb, late Mayor.*
John Witt.

And by 393 others.

MEMORANDUM of Advantages possessed by the Port of *Southampton* as a Steam-packet Station for Foreign Mails.

1. THE distance from Ushant, at the entrance of the British Channel, to London *via* Southampton, can be performed by steam packets and railway in considerably shorter time than by any other route.
2. The depth of the Southampton river and breadth of its navigable channel are such as to admit of the passage of the largest class of steam vessels at all times of the tide; and the tidal basin for the reception of steam vessels, which is now being contracted for, and will be carried into immediate execution, will approach the terminus of the railway, in a manner that will allow of the railway carriages being brought alongside of the steam vessels. The depth of water in the tidal basin and its approaches will be not less than 18 feet at low water, which is more than sufficient for the largest steam vessels.
3. The peculiar tides of the Southampton river are greatly in favour of the port, there being a duration of about two hours of high water beyond that of any river in the kingdom.
4. And generally, the safety of the river and port; the facility of approach and departure at all times of tide, and in every season of the year; its exemption from being frozen up or obstructed by floating ice; the moderate run of its tides, the rapidity with which the communication may be kept up, and the mails forwarded by the railway, are all points which are capable of the clearest proof, and are advantages enjoyed by no other port in a similar degree.

Sir,

Royal Mail Steam Packet Company,
No. 3, Winchester-buildings, 7 September 1840.

WITH reference to the communication which I had the honour to make to you on the 26th ult. by desire of the Directors of this Company, I am now intrusted to submit, for the consideration of the Lords Commissioners of Her Majesty's Treasury, some of the reasons which induce the Directors to regard the port of Dartmouth as altogether unsuited for a packet station.

During the progress of the negotiation with Her Majesty's Government, the Directors were led to entertain the hope that whatever port the Company might select for the departure of the packets, would be approved by Her Majesty's Government, for embarking and disembarking the mails, if not inconsistent with the public service.

The Directors have therefore always had in view the expediency of choosing that port which should combine the greatest facility for their own passengers, specie, and goods traffic, with the greatest possible convenience to the public service, in the equal and rapid delivery of the mail communications.

The Directors presume it cannot be denied that the convenience of that portion of the public which may use their packets as passenger vessels, or for the transit of specie, are entitled to consideration by Government, as well as that other portion which may use them only for the purpose of correspondence; and it must be obvious to Her Majesty's Government, that the direction of the Company being in London, and the great bulk of the passenger, specie, and goods traffic, either emanating from, or being directed to the metropolis, the river Thames would seem to be the most desirable station for the packets, viewed solely as a mercantile question, and if this great undertaking did not, for public convenience, involve the necessity of a port of call for the mails, it being obvious that, without delay, these cannot be put on board or landed in the port of London.

The Directors therefore have anxiously considered the best means of reconciling the two services, and believe they do so in fixing upon Southampton.

The Admiralty Commissioners have recommended Dartmouth for embarking and disembarking the mails, but the Directors believe they will have no difficulty in showing, not only that the public service will not profit from that port being selected, but that it is more likely to suffer delay, whilst the convenience of passengers and the interests of the Company will be seriously affected by having to call there to receive and land the mails, for, as to making Dartmouth the station for loading and unloading specie or goods, it is impracticable, and the Company's steam-vessels will always be under the necessity of proceeding to a more eastern port for commercial purposes.

The Commissioners give certain tables to support their recommendation of Dartmouth; from these it would appear, that regarding London and Birmingham as the two great centres of communication, those parts of the empire which would receive their correspondence through Bristol and Birmingham (if Dartmouth instead of Southampton be fixed upon) would give, in point of time, four hours and seven minutes, whilst London would lose one hour and 43 minutes; so that for a probable, but uncertain acceleration in favour of the northern counties, of four hours seven minutes, London, the great centre of all commercial transactions, and the seat of Her Majesty's Government, is, as well as the eastern parts of England, to be exposed to the certain delay of one hour and 43 minutes.

The Directors therefore submit that this certain loss of one hour and 43 minutes to Her Majesty's Government, in the receipt of despatches, and to the commercial body of London in the receipt of their advices and remittances, is of far greater importance than the probable gain of four hours and seven minutes to the provinces, and, under this conviction, they cannot believe that Dartmouth will be preferred to Southampton, involving, as it would, great loss to the Company, without any compensating advantage to the public generally.

The Directors have said that the gain in favour of the provinces is only probable, and they do so on these grounds :—

1. They believe, that in most cases, the mails would have to remain in the post-office at Birmingham until the London mail train should arrive there.

2. The Commissioners appear, according to the measurement on Arrowsmith's map, to have erred 13 miles in the calculation of the distance from their starting point to Southampton and Dartmouth, and, if so, this at once would reduce the apparent advantage of the route *via* Dartmouth, 54 minutes, thus sacrificing London and this Company for three hours thirteen minutes.

3. The Commissioners admit that the starting point they have assumed (50 miles N. by W. of Ushant) is imaginary; they also admit that the speed of the Royal mail steam packets, and of the railways, may be accelerated; on both these points the Directors are agreed with the Commissioners, and, adopting the Lizard Head, N. 10 miles, as a fair starting point, and the speed of the steam packets at nine miles, and of the railways at 25, they annex two statements in tabular form; these show, by changing the starting point and speed of conveyances, that instead of a loss, as by the Commissioners' Appendix, of four hours and seven minutes, the difference is only one hour and 41 minutes (No. 1.), and that preserving the Commissioners' starting point, but altering the speed as above, the Commissioners' difference of four hours seven minutes to Birmingham *via* Dartmouth, is reduced to one hour and 49 minutes, to be further reduced by 54 minutes, if the imputed error of measurement in sea distance be correct, whilst the loss to London is one hour and 45 minutes.

There is another important point which the Directors beg to urge. They believe it to be impossible, where coach conveyance is to be combined with railway travelling, that letters and passengers can be dispatched, without very great additional expense, oftener than once a day; consequently it must happen, whenever the packets arrive at Dartmouth after the departure of the mail coach, that the mails and passengers must remain there a whole day, whilst from Southampton (or indeed any other port having a continuous railway communication with London) they could be forwarded, and the Railway Company will undertake that they shall be, by a special train, as soon as landed.

The loss of time attendant upon calling at a second port is too obvious to be insisted on. The calculations of the Company, as is known to Her Majesty's Government, have been made, in reference to the colonies, with great exactness, and if they have to experience the loss of that time which calling at a second port necessarily involves, it may frequently interrupt the whole chain of their important connexion and communication with distant stations, which is a point not unworthy of the serious consideration of Her Majesty's Government.

The cost of land carriage to and from Dartmouth would completely nullify all advantage from the voyage in a pecuniary point of view, and deprive the Company of the profits they anticipated to aid them in the due fulfilment of their contract.

The

the ARRIVAL and DEPARTURE of WEST INDIA MAILS. 11

The Directors trust they have shown that Dartmouth, unconnected as it now is or ever can be, from engineering difficulties, with a railroad, is altogether unsuited for accomplishing the objects desired, and while it offers no advantages to the public, in comparison with Southampton, its selection by Her Majesty's Government would inflict very severe injury on this company.

The Directors cannot think that Her Majesty's Government will willingly adopt any plan which involves the necessity of a port of call for the mails in distinction to a port of departure for the vessels; they trust they have shown that there is no necessity whatever for so unsatisfactory a settlement of the subject in discussion as this would amount to, by showing that Southampton possesses all the requirements necessary for both services; but should Her Majesty's Government unfortunately view the matter in a different light and resolve on having a port of call in the Channel, the Directors submit that either Falmouth or Plymouth would be preferable to Dartmouth for that purpose.

I have, &c.,

Robert Gordon, Esq. M.P.

(signed)

H. Longlands, Sec.

APPENDIX.

No. 1.—Route to Birmingham and Liverpool *viâ* Dartmouth.

	Distance.		Time.	
	Miles.	Furlongs.	Hour.	Minutes.
From starting point in channel, Lizard Head, n. 10 miles distant to Dartmouth - - - - -	75	4	8	23
Dartmouth to Bridgwater - - - - -	73	4	7	21
Sorting at Exeter - - - - -	-	-	-	30
Transfer from mail coach to railway - - - - -	-	-	-	30
Bridgwater to Bristol - - - - -	33	0	1	20
Transfer to Post-office and sorting - - - - -	-	-	1	-
Bristol to Gloucester - - - - -	35	6	3	34
Transfer from mail coach to railroad - - - - -	-	-	-	40
Gloucester to Birmingham - - - - -	51	0	2	22
Transfer and sorting - - - - -	-	-	1	20
Totals to Birmingham - - - - -	268	6	27	-
Birmingham to Liverpool - - - - -	97	2	3	53
Transfer to Post-office - - - - -	-	-	-	10
Total to Liverpool - - - - -	366	0	31	3

No. 2.—To Birmingham and Liverpool *viâ* Southampton.

Starting point as above to Southampton - - - - -	168	4	18	42
Southampton to London - - - - -	75	6	3	-
Transfer to Post-office, sorting and re-transfer to railway - - - - -	-	-	2	-
London to Birmingham - - - - -	112	0	4	29
Transfer - - - - -	-	-	-	30
	366	2	28	41
Birmingham to Liverpool - - - - -	97	2	3	53
Transfer to Post-office - - - - -	-	-	-	10
	463	4	32	44
Time occupied by Southampton - - - - -	-	-	32	44
— by Dartmouth - - - - -	-	-	31	3
In favour of Dartmouth - - - - -	-	-	1	41

Steam-boat speed, nine knots ; railway, 25 miles ; coach, 10 miles per hour.

No. 3.—Route to Birmingham and Liverpool *viâ* Dartmouth.

	Distance.		Time.	
	Miles.	Furlongs.	Hours.	Minutes.
From starting point 50 miles, N. by W. of Ushant to Dartmouth	113	0	12	33
Dartmouth to Bridgwater	73	0	7	21
Sorting at Exeter	-	-	-	30
Transfer from mail coach to railroad	-	-	-	30
Bridgwater to Bristol	33	0	1	20
Transfer to Post-office and sorting	-	-	1	0
Bristol to Gloucester	35	0	3	34
Transfer from mail coach to railway	-	-	-	40
Gloucester to Birmingham	51	0	2	2
Totals to Birmingham	305	0	29	30
Transfer and sorting	-	-	1	20
Birmingham to Liverpool	97	0	3	53
Transfer to Post-office	-	-	-	10
Totals	402	0	34	53

No. 4.—To Birmingham and Liverpool *viâ* Southampton.

Starting point to Southampton	204	0	22	40
Southampton to London	75	0	3	0
Transfer to Post-office, sorting and re-transfer	-	-	2	0
London to Birmingham	112	0	4	29
Totals to Birmingham	391	0	32	9
Transfer	-	-	-	30
Birmingham to Liverpool	97	0	3	53
Transfer to Post-office	-	-	-	10
To Liverpool <i>viâ</i> Southampton and London	488	0	36	42
Dartmouth and Bristol	402	0	34	53
In favour of Dartmouth	86	0	1	49

PORTSMOUTH.

The MEMORIAL of the Undersigned, on behalf of themselves and their Fellow Townsmen, the Inhabitants of the Borough of *Portsmouth*,

Showeth,

THAT your Memorialists are informed, and believe, that it is the wish and intention of Her Majesty's Government to remove the Gibraltar and Peninsular steam-packets from the port of Falmouth to some more convenient port of the British Channel.

That your Memorialists, on such belief, have been induced to make many inquiries on the subject, and find the following to be some of their results :

	Miles.
That from Cape Finisterre to Falmouth the distance is	472
To Plymouth	497
To Portsmouth	583

At

	Hours.	Hours.
At an average rate, it would take to steam from Cape		
Finisterre to Falmouth - - - - -	47	
From ditto to London by land - - - - -	28	
Making together - - - - -		75
To Plymouth - - - - -	50	
From ditto to London by land - - - - -	23	
		73
To Portsmouth - - - - -	58	
From ditto to London by land - - - - -	6	
		64
Thus making it unquestionably by Portsmouth less than Falmouth		11
Ditto less than Plymouth - - - - -		9

The superior advantages of the port of Portsmouth, from its easiness of approach by night or day, and safety at all times, is indisputable ; and as it can be approached either from the westward by the Needles, or from the eastward by St. Helens, is of the greatest importance.

Portsmouth is the centre from which all movements, either naval or military, are commenced ; and its contiguity to London, in a commercial view, is a great advantage.

If from time to time reinforcements of men or stores are required for our garrisons of Gibraltar, Malta, or Corfu, or for our fleet in the Mediterranean, from whence could they be so easily and conveniently forwarded, and to what port could the men or officers, either as invalids or otherwise, be so properly returned as to Portsmouth, from whence to Chelsea, Greenwich, or Chatham there is so easy and so direct a conveyance ?

From Portsmouth to London is the only line of Government communication by semaphore, which could be made of the greatest advantage. Let us suppose a packet in the offing at any time in the morning before twelve o'clock, the semaphore communicates it to the Admiralty, from whence a messenger conveys the information to Lloyd's ; the merchants interested in the trade know that the letters may, by suitable arrangements, be received in London and delivered to them that day, time enough for all those who want to communicate by that night's post to their correspondents in the great manufacturing districts ; and all letters received by the mail can also be forwarded to their several destinations. In the present era of steam and railroad travelling, these are advantages of the very first importance.

The mails are now made up on Saturday night, and are forwarded from Falmouth on Monday morning at nine o'clock. If they were sent to Portsmouth, the packet would sail on Sunday morning at six, and by Monday morning at nine would almost always be to the southward and westward of Ushant, which would be 120 miles in advance of Falmouth on their voyage.

This would unquestionably conduce to an earlier arrival at Gibraltar, and if the mail was dispatched from thence on a Thursday, instead of Friday, the letters would always be in London at some time on the succeeding Friday, and could be answered on Saturday ; thus saving a week in the correspondence to the Peninsula and Gibraltar, two weeks to Malta and the Mediterranean, and four weeks overland to India.

From the length of the land travelling, many passengers now embark in London, who, if the packet took her departure from Portsmouth, would prefer embarking from thence ; and it need hardly be stated how consoling it would be to both the passengers and their friends that they should be together to the last possible moment, and to the merchants for the completion of their correspondence.

It is presumed that nothing can more forcibly show the advantages of Portsmouth over every other port in the Channel, for the landing and speedy delivery of the mail-bags in London, than the fact, that although it is the custom of the captains of the magnificent and important line of packet-ships from London to New York, which, whether outward or homeward bound, always touch every ten days at Portsmouth, whenever from the state of the wind or weather they in their judgment believe that the mails can be landed to the westward of Portsmouth, with the expectation of being able to reach London earlier than they otherwise could do, they invariably do so ; and it is found by experience that they only attempt it in

about once in seven voyages, and that even then the communication through Portsmouth is often found to be equal in expedition.

To the shippers of bullion, either out or home, a great saving of expense would be made from the difference of land carriage between Portsmouth and either Plymouth or Falmouth.

(signed) *Thomas Jackson*, Mayor of Portsmouth.
William Peirce, } Members of the Town
Robert Gibbon, } Council.
G. G. Miall, Commander, R. N.
William Lang, Hon. Sec. to Committee.

Portsmouth, }
 3 June 1839. }

DARTMOUTH.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Great Western Railway Company,

Showeth,

THAT being incorporated by Act of Parliament to construct a railway between London and Bristol, they have already completed and opened 75 miles of the line, are about to finish 17 more miles during the present year, and to open the whole length, 118 miles, in the summer of 1841.

2. That another company, the Bristol and Exeter Railway, was incorporated in 1836, to extend the railway from Bristol to Exeter (making a continuous, direct line of 194 miles from London towards the port of Dartmouth); and that they are actively engaged in carrying on their works, and about to open 34 miles in the first instance from Bristol to Bridgwater, which will be ready in next May, and subsequently to extend the railway to Taunton and Exeter with the utmost dispatch.

3. That in order to accelerate the said works, the Great Western Railway Company have agreed to work the Bristol and Exeter Railway in conjunction with their own, which measure is only waiting the final confirmation of their proprietors, and is well calculated to produce uniformity of management with great dispatch of business, and will ensure numerous and continuous trains throughout the entire distance, and give to the public the benefit of the higher speed attainable on the wide gauge, the capabilities of which are specifically mentioned and admitted by the Government Commissioners appointed to inquire into the communication between Dublin and London, in the latter paragraph of their printed Report, p. 23.

4. That this company is most anxious to make known to their Lordships the great facilities which they are capable of rendering and are determined to afford to the Government and the public, in aid of the communication between the proposed mail-packet station at Dartmouth and the metropolis, as well as with the northern districts of England.

5. That several of the ordinary passenger trains now running on the Great Western Railway, pass from end to end, including stoppages, at the rate of 30 miles per hour; and that for despatch trains 35 miles per hour is easily attainable.

6. That assuming such to be the rate of speed for any mail despatches between London and Dartmouth when the railway shall be completed to Exeter, and also assuming the London and Southampton Railway to be capable of conveying the same at the rate of 30 miles per hour, the calculations given in the Appendix to the very able Report of the Committee appointed to inquire into the best mail-packet port for steamers would stand thus:

Time occupied between given berth off Ushant and London, <i>vid</i>				H.	M.
Dartmouth and Exeter, and thence by railway	-	-	-	23	41
Ditto - - ditto - - <i>vid</i> Southampton	-	-	-	28	37
In favour of Dartmouth				4	56

And,

And, in like manner :

Time occupied between given berth off Ushant and Liverpool,	H.	M.
<i>via</i> Dartmouth - - - - -	34	27
Ditto - - ditto - - <i>via</i> Southampton - - - - -	41	9
	6	42

Upon which grounds it is humbly submitted to their Lordships, that all the considerations in reference to time and facilities of travelling, which, with other reasons, have induced the Admiralty Committee to express their decided and unanimous recommendation of Dartmouth as the established Government mail-packet station for steamers, will be materially strengthened, and must at once furnish the most convincing testimony in corroboration of the choice so made, which they trust will be confirmed and finally adopted by order of their Lordships.

(L. S.)

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Mayor, Aldermen, and Burgesses of the City of *Exeter*,
in Council assembled,

Respectfully sheweth,

THAT your Memorialists, most fully concurring in the Reports presented by the Commissioners appointed by Her Majesty's Government, wherein Dartmouth is recommended as the most eligible port in the English Channel for the dispatch and arrival of the mails to and from the West Indies, the Peninsula, and Alexandria, humbly pray that your Lordships will be pleased to confirm and adopt the said recommendation.

Your Memorialists feel assured that in so doing your Lordships will effect a great national benefit, and promote, in particular, the prosperity of the west of England.

(L. S.) Given under our common seal, at the city of Exeter, the 14th day of October 1840.

Sealed in the presence of *John Gidley*, town clerk,

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of the Borough of *Tiverton*, in Public Meeting
at the Town-hall, in the said Borough, assembled,

Respectfully sheweth,

THAT your Memorialists have, with great satisfaction, seen the Reports of the Commissioners appointed by Her Majesty's Government, declaring that Dartmouth will be found the most eligible port in the English Channel wherein the mails to and from the West Indies, the Peninsula, and Alexandria, may be embarked and landed.

That the facilities already existing of transmitting the mails by land to and from Dartmouth, in connexion with the north of England and the metropolis, (which, in their present state, have been deemed sufficient by the Commissioners to justify the selection of Dartmouth), will be greatly increased on the further progress of the Great Western, the Bristol and Gloucester, and the Bristol and Exeter Railways, and the early completion of these important lines being resolved on, the public accommodation will be greatly promoted on the establishment of Dartmouth as a foreign mail-packet station.

That the recommendation of the Commissioners is calculated to be of essential benefit to the commercial and landed interests of the west of England generally, and will give increased facilities for Government communications with the ports of Plymouth and Falmouth.

That on these and other grounds, which your Memorialists need not detail, they trust your Lordships will be pleased to give early effect to the pledge contained in

your Lordships' instructions to the Commissioners; namely, "that the Report of the Commissioners will decide where the mails shall be placed on board;" and that, in conformity with such Report, your Lordships will decide on the appointment of Dartmouth as the most eligible and convenient port for that purpose.

Signed by 372 names.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.
The MEMORIAL of the Inhabitants of the Town and Port of *Teignmouth*, in the County of *Devon*, in Public Meeting assembled,

Most respectfully sheweth,

THAT your Lordships' Memorialists have read with deep interest the Report of the Commissioners appointed by Her Majesty's Government to inquire into the comparative advantages of the different ports in the British Channel as a station for Her Majesty's packets.

That the Commissioners having unanimously selected Dartmouth, your Memorialists confidently rely upon their recommendation being adopted, as they consider such a selection has been founded upon public grounds, without reference to local or personal interests.

And your Lordships' Memorialists will ever pray.

Signed by 148 Persons.

Dated Teignmouth, 16 September 1840.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury,
London.

The MEMORIAL of the Inhabitants of the Town of *Newton Abbot* and *Newton Bushel*, in the County of *Devon*, and Vicinity.

Respectfully sheweth,

THAT your Memorialists cannot allow the intense interest which has been excited in the West in England relative to the proposed removal of the packet mail station from Falmouth, to pass without the expression of their fullest concurrence in the recommendation of the Commissioners appointed by the Lords of the Admiralty for the consideration of so important an object.

That in addition to the arguments already so ably urged in favour of the adoption of the port of Dartmouth, your Memorialists beg to suggest that the vicinity of the port of Dartmouth to Torbay, and the easy communication between the port and the bay appear to your Memorialists to offer important advantages in a national point of view, for the selection of Dartmouth as a steam-packet station, as the formation of such an establishment in that harbour would afford great facilities (in the event of a war) to Her Majesty's ships and vessels cruising in the Channel, when obliged by stress of weather or other causes to put into that safe and commodious roadstead.

That in addition to the advantages specified in the Commissioners' Report, your Memorialists beg to observe that from the crowded state of the trade and shipping at Southampton (and which are now rapidly on the increase), that port is so encumbered as to leave no hope that it will afford all the facilities required for the arrival and departure of the numerous steam packets so essential to the uninterrupted conveyance of Her Majesty's mails to the different parts of the world; whereas the port of Dartmouth, in addition to its geographical position and the advantages it possesses, has docks, quays, and warehouses already constructed, and is entirely unencumbered by sailing vessels, a circumstance which the Commissioners state in their Report "of much importance to the uninterrupted execution of the mail steam-packet service." At the same time your Memorialists think right to state that these advantages may, at a very moderate outlay, be materially increased so as to render the harbour complete in every respect for the purposes required.

That the removal of the packet station to Southampton would be in effect the exclusion of five most important western counties from all participation in the
benefits

benefits that result from the transmission of the foreign mails through the west of England; as an evidence thereof your Memorialists beg to state that the city of Bristol would receive their packet letters 12 hours, the city of Exeter and all other places west thereof, 19 hours earlier by the packet station being at Dartmouth instead of at Southampton.

Although not indifferent to the numerous and important benefits that must result to the whole neighbourhood of Dartmouth in the event of its adoption as a packet station, your Memorialists purposely avoided all allusion to their local interests; wishing rather to press on your Lordships' attention the general and national advantages to be derived from such a measure.

Your Memorialists therefore humbly pray that your Lordships will not be induced by any consideration to alter the most just and important resolution of the Lords of the Admiralty, that the Report of the Commissioners will decide where the mails shall be placed on board.

Signed by 202 Persons.

To the Right honourable the Lords of Her Majesty's Treasury.

We, the Mayor, Aldermen, Burgesses, and Inhabitants of the Borough of *Totness*, in Guildhall assembled, beg leave respectfully to address your Lordships on the important subject of the Station to be appointed for the Foreign Steam Packets.

FROM the vicinity of our town to the port of Dartmouth, we are well aware of all its advantages as a safe and commodious harbour, more easy of approach by steam vessels in stormy or foggy weather than any other port in the Channel, and we fully concur in the able and unanimous Report made by the Commissioners appointed by the Lords of the Admiralty to inquire into the comparative advantages of the different ports.

After so decided and favourable an opinion being delivered in favour of the port of Dartmouth, we learn with surprise and regret that strenuous endeavours are making by interested parties to induce your Lordships to give the preference to the port of Southampton.

Your Lordships are fully aware of the inferiority of the latter port to that of Dartmouth with regard to the depth of water, but we would more particularly call your Lordships' attention to the difficulties to which vessels are exposed, in their arrival to and departure from Southampton. Portland Race and the approach to the Needles, in thick and tempestuous weather, are the causes of occasional shipwreck, and more frequently of great detention and loss of time; they are, in short, so common that no able mariner would hesitate a moment in deciding between the two ports.

The calculations which have been made of the time required at present for the conveyance of letters to Liverpool, the north of England, and Ireland, give to Dartmouth an advantage of about four hours, allowing the steam packets the most favourable weather for going up Channel; but we cannot doubt that the railroad will be continued to Exeter within a short period, which will increase the facility of the conveyance from Dartmouth to the north at least three hours, and will cause an earlier arrival of the mails in London than if landed at any other port.

We respectfully submit the above to the consideration of your Lordships, trusting that in your wisdom, you will appreciate the advantages of the port of Dartmouth, and be fully satisfied that by deciding on it, you will best promote the welfare of the kingdom at large.

Signed on behalf of the Mayor, Aldermen, Burgesses, and Inhabitants of the borough of Totness.

(signed) *John Foquill*, Mayor.

Totness, 5 September 1840

My Lords,

42, Cadogan-place, 14 August 1840.

IN consequence of a Report from the Commissioners appointed to survey the different harbours on the south-west coast of England having been laid on the table of the House of Commons, and thereby become known to the public, in which Dartmouth is recommended by them as the most eligible place at which the mails to and from the West Indies should be landed and embarked, I am instructed by the mayor, council, and inhabitants of that town, in the first place to say, that it is with the greatest pleasure they have learnt that the merits of their port have been duly appreciated; and although they have been led to expect, and do not now doubt, that the selection of the harbour would be made conformably with the recommendation of the Surveying Commissioners, yet as it probably will be desirable to make some improvements and alterations in their town for the public accommodation, they are desirous, before taking such into consideration, to have your Lordship's official confirmation of it, and to be acquainted with the probable time when any packets will be sent there to discharge or receive their mails.

I take this opportunity also of repeating their anxious desire to acquiesce in anything the Government may suggest for the convenience of the service, and their grateful acknowledgments for the justice which has been done to their port.

I have, &c.

To the Right hon. Viscount Melbourne,
and Lords of H. M.'s Treasury,
&c. &c. &c.

(signed) *J. H. Seale,*

My Lords,

Mount Boone, near Dartmouth, 28 August 1840.

I HAVE received the enclosed from the Mayor of Dartmouth, who is also chairman of a committee of improvement in his town; and as I have not had any answer to the letter alluded to of the 14th instant, addressed to the Viscount Melbourne and Lords of Her Majesty's Treasury, regarding the confirmation of the Admiralty Commissioners' Report on this harbour for a packet station, I venture to call your Lordships' attention to it, fearing that it might either not have been delivered or have been overlooked.

As it is the intention of the town of Dartmouth to prepare notices for a new Act of Parliament in the next session, to improve and alter parts of their town, the inhabitants, before entering on the subject, are desirous of knowing the probable time when the mails would be landed in their harbour; and this it is which causes them now to take the liberty of asking for the information sought.

I have, &c.

(signed) *J. H. Seale.*

To the Right hon. the Lords of H. M.'s Treasury.

Sir,

Guildhall, Dartmouth, 26 August 1840.

I BEG to submit to you a resolution of the committee now sitting here, and to be favoured with your reply to it at your earliest convenience.

I am, &c.

(signed) *John Bulley, Mayor, and Chairman.*

To Sir John Henry Seale, Bart.
&c. &c. &c.

COPY RESOLUTION.

"That a letter be addressed to Sir J. H. Seale, requesting him to inform the committee whether he has or not received any reply from the Lords of the Treasury to his letter, dated the 14th of August last."

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The respectful MEMORIAL of the Mayor, Aldermen, and Common Councilmen of the Borough of *Dartmouth*, in the County of *Devon*,

Showeth,

THAT your Memorialists, having understood that your Lordships have directed a survey to be made of the several harbours in the English Channel, with the view of selecting one for a foreign packet station, most respectfully beg to solicit attention to the harbour of Dartmouth, as possessing advantages in a naval and local point of view, which, your Memorialists believe, cannot be in any way approached by any other port in the Channel.

The Start Point, on which there is now a light, is about nine miles to the west of Dartmouth, and is, your Memorialists are informed, generally the first land that is made by steamers coming from abroad; and there being also a light at the entrance of Dartmouth harbour, it can be at all times approached and entered with perfect safety, there being no bar or other impediment, and never having less than from eight to nine fathoms of water at any time of tide. The harbour possesses naturally every advantage that can be sought for; great depth of water at all times, excellent anchorage, with the most perfect security from all winds, and a Customs establishment.

From these circumstances, no delay from thick weather, dark nights, or tide, could ever arise in making the port after any of the headlands had once been discovered.

Dartmouth is distant from Exeter only 30 miles, so that on the anticipated completion of the Great Western Railway, your Memorialists think they have just grounds for presuming that the mail will be conveyed from Dartmouth to London in a much shorter time than from any other port in the Channel.

Your Memorialists could state many other advantages possessed by Dartmouth, but rely on the above being sufficient to satisfy your Lordships that it is deserving of the most serious consideration in the contemplated arrangement.

Dated Dartmouth, 19 May 1840.

Signed by *John Bulley*, Mayor,
And 23 others.

To the Editor of the *Plymouth and Devonport Journal*.

Sir,

Bluewater, November, 1835.

YOUR naval readers are aware that a splendid granite lighthouse is built upon the Start Point, which will soon display its friendly light to the mariner. It is not generally known among our coasters that Start Bay affords excellent anchorage for ships of any draught of water: here ships may ride in safety and be sheltered from all winds between s. s. w. to N. and N. E.; a brilliant light was only wanting to point out the Start, and to render Start Bay a rendezvous and place of shelter for ships bound to the westward.

There are several bays on our coast where ships take shelter from westerly winds; first, there is Guaver's Lake, near Penzance, but hence ships cannot escape on a sudden shift of wind to the s. E. Cawsand Bay has become obsolete since the construction of the breakwater at Plymouth. Tor Bay affords good shelter, but has no place of refuge in it, in the event of southerly gales; now Start Bay possesses advantages not enjoyed by those anchorages already mentioned, to which may be added the shelters behind Portland and Dungeness. Our hardest gales blow from s. w.; now vessels parting their cables in Start Bay with the wind any way between south and west, may run into Dartmouth, whose entrance is deep and clear, and lies open to receive them. The entrance to Dartmouth harbour bears from the lighthouse on Start Point N. E. $\frac{1}{4}$ E. by compass; now the lighthouse will not only point out the bay and anchorage in the darkest night, but a single bearing of the light will lead a ship to the entrance of Dartmouth harbour, possessing sufficient depth of water at all times of tide.

The land from Start Point forms a curve line around Start Bay; first the coast runs N. W.; then shifting more northerly, it finally sweeps away to the N. E.

The following bearings were taken on Start Point :—

The first village on the beach bore, by compass	-	N. N. W.
Second	- - - - -	N.
Third	- - - - -	N. by E. $\frac{1}{2}$ E.
A vessel at anchor off the first village in six fathoms	-	N. by W.
Entrance of Dartmouth harbour	- - -	N. 50° E.

The best anchorage in Start Bay is in seven or eight fathoms, with the lighthouse bearing south and the first village west. The beach is one of the finest in England being formed of very fine quartz shingle as fine and round as peas.

East about a mile from the Start there is a shoal called the Skerries. This bank, formed of sand and gravel, owes its existence to an eddy tide; it is very hard and uneven ground, but no pointed rocks on it. When Start Bay becomes a place of general resort in westerly winds, it would be highly desirable that a buoy should be placed on the west end of the Skerries to point out the extent of the channel between them and the point itself; this would make the place a welcome shelter for ships, and preferable to Tor Bay on account of Dartmouth harbour lying open to leeward of it.

(signed) *Palinurus.*

This is a statement I drew up on Start Bay about five years ago, and which appeared in the Plymouth paper. I send it to ———, as it coincides with his views of the importance of Dartmouth.

This paper was drawn up by a gentleman of great nautical knowledge and experience in Her Majesty's service, and I attach it to the Memorial, as it gives a general view of the importance of Dartmouth harbour.

21 May 1840.

W. Searle.

The Lords Commissioners of Her Majesty's Treasury.

My Lords,

Exeter, 25 September 1840.

In pursuance of the request of a public meeting of the inhabitants of Exeter and its vicinity, we beg to transmit to your Lordships the accompanying Memorial in support of the Report of the Commissioners recommending Dartmouth as the most convenient port for the departure and arrival of steam vessels employed in the conveyance of Her Majesty's mails to and from the West Indies and elsewhere.

We understand the Memorial has received the signatures of above sixteen hundred persons residing in Exeter and the vicinity, and we beg to recommend it to your Lordships' consideration.

We have, &c.

(signed) *Tho^s Dyke Acland.*
J. B. Y. Buller.
Montague E. N. Parker.
Edw^d Divett.

To the Honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of *Exeter* and its Vicinity, in Public Meeting at the Guildhall, in the City of *Exeter*, assembled,

Respectfully sheweth,

THAT your Memorialists have with great satisfaction seen the Reports of the Commissioners appointed by Her Majesty's Government, declaring that Dartmouth will be found the most eligible port in the English Channel wherein the mails to and from the West Indies, the Peninsula and Alexandria, may be embarked and landed.

That the facilities already existing of transmitting the mails by land to and from Dartmouth, in connexion with the North of England and the Metropolis (which in their present state have been deemed sufficient by the Commissioners to justify the selection of Dartmouth), will be greatly increased on the further progress of the Great Western, the Bristol and Gloucester, and the Bristol and Exeter Railways; and the early completion of these important lines being resolved on, the public accommodation

accommodation will be greatly promoted by the establishment of Dartmouth as a foreign mail-packet station.

That the recommendation of the Commissioners is calculated to be of essential benefit to the commercial and landed interest of the West of England generally, and will give increased facilities for Government communications with the ports of Plymouth and Falmouth. Your Memorialists are willing on their part to co-operate in all such measures as may be deemed expedient towards carrying this desirable object into full effect.

That on these and other grounds, which your Memorialists need not detail, they trust your Lordships will be pleased to give early effect to the pledge contained in your Lordships' instructions to the Commissioners, "that the Report of the Commissioners will decide where the mails shall be placed on board;" and that in conformity with such Report, your Lordships will decide on the appointment of Dartmouth as the most eligible and convenient port for that purpose.

Signed by 1,593 persons.

PLYMOUTH.

Sir,

Town Clerk's Office, Plymouth,
12 September 1839.

I HAVE the honour to transmit herewith a Memorial from the Council of this borough under the corporate seal, addressed to the Lords Commissioners of Her Majesty's Treasury, with reference to the pending arrangements for the transmission of the foreign and colonial mails, and indicating the advantages of this port as a station for the arrival and departure of the mail packets, and I have to request that you will be pleased to submit the same at an early opportunity to their Lordships' consideration.

I have, &c.

(signed) *Charles C. Whiteford,*

To the Secretary to the Lords Commissioners
of Her Majesty's Treasury, &c. &c. &c.

Town Clerk.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Council of the Borough of *Plymouth*, in the
County of *Devon*,

Showeth,

THAT the attention of your Memorialists has been drawn to the subject of the arrangements which are now being concluded by Her Majesty's Government relative to the transmission of foreign and colonial mails, and involving a probable change in the station for the arrival and departure of the mail packets.

That your Memorialists, both as individual members of an extensive trading community, and as representing the other inhabitants of this important town, with which the interests of the adjoining towns and populous neighbourhood are strictly identified, feel a lively concern in the subject of such arrangements, as affecting not only their immediate interests, but those of the commercial world at large.

That in this extended view, your Memorialists are sensible that it would be unbecoming their position to advocate arrangements which, though fraught with immediate advantage to themselves, would be injurious to the general interests; but your Memorialists feel confident, that anticipating the general transmission of the mails by steam vessels, the natural advantages of the port of Plymouth for the purposes of steam navigation are such as challenge competition with any other port in the kingdom, and that its position in the Channel presents many points of advantage for the arrival and departure of the packets, as well in reference to the speedy transmission of mails as the general convenience of passengers.

That occupying a station between Southampton and Falmouth, this port is free from objections in regard to situation and distance from the metropolis and the manufacturing districts which apply to each of those ports, being nearer sixty-four miles (eight hours and ten minutes, mail time), and supplied with far greater facility for the transmission of mails and passengers than Falmouth, and being more convenient for the arrival and departure of the Bristol and northern mails than Southampton, whilst a mail landed at Plymouth would, even by the existing modes of conveyance, reach London in and about the same time as if taken by sea to Southampton, and thence by railway to London.

That measures are now in progress for the formation of a railway from Plymouth to Exeter (the survey of the line being nearly completed), to connect with the Bristol and Exeter and Great Western Railways, which, when accomplished, will render the journey to Bristol practicable in six hours, and that to London in ten; but looking only to the completion of the Bristol and Exeter and Great Western Railways, which are already far advanced, Bristol will be capable of being reached within nine hours, and London in 13, being far less time than the distance can be accomplished by the fastest steamers in the most favourable weather, proceeding from Plymouth to Southampton, and forwarding their mails thence to London by railway.

That the erection of an extensive pier for steam packets in the harbour of Mill Bay, in the port of Plymouth, is also about to be commenced, the sanction of the Lords of the Admiralty having been obtained for the purpose, and other accommodation is about to be provided in the harbour of Catwater.

That your Memorialists being desirous of adverting only to such circumstances as weigh in the scale of advantage to the public, forbear dwelling on the benefits to accrue to the owners of steam vessels from the safety of the port and the facility of entrance and landing their passengers by day or night, and the easy and inexpensive terms on which fuel can be procured and repairs executed; but it is obvious that these are also in great part advantages of a public nature, and especially entitled to weight in the adjustment of the terms between Her Majesty's Government and their contractors for the transmission of the mails.

It can also be scarcely necessary to refer to the advantage of fixing the point of arrival and departure of the foreign mails at a port already the seat of so many Government establishments, both as a measure of administrative convenience as of accommodation to the numerous persons in immediate or remote connection with Her Majesty's Government, to whom proximity to a packet station is a matter of considerable importance.

That your Memorialists are fully prepared, and are most desirous that an opportunity should be afforded them, to submit evidence to substantiate in detail the statements herein contained; but it has appeared to your Memorialists that an exposition of the general features of a subject so familiar to your Lordships is sufficient for the present to entitle them to your Lordships' favourable consideration in any arrangement to be made for fixing the point of arrival and departure of mail packets, and to pray, as they earnestly do, that no arrangement may be concluded without an investigation of the pretensions which it is the object of this memorial to submit to your Lordships' notice, or in any case, that no arrangement be made for a period which will preclude those important local improvements now in progress in reference to the accommodation of steam vessels, and the transmission of mails and passengers, being rendered available to the public immediately on their completion, and which, whatever may be its present pretensions, will ultimately render the pre-eminent advantages of the port of Plymouth as a steam-packet station indisputable.

And your Memorialists will ever pray.

(L.S.)

(signed) *George Wm. Soltau*, Mayor.

MEMORANDUM from the Hydrographer of the Admiralty.

THE advantages of dispatching the Mediterranean Mails from Plymouth, instead of from Falmouth, are,

1. The anchorage in Stonehouse Pool is more secure, and perfectly tranquil, and therefore far better adapted to the embarkation of the coals, passengers, and mails. It is also within a stone's throw of the shore, while at Falmouth it is upwards of a mile off.

2. The mail arrives at Plymouth in $21\frac{1}{2}$ hours, or at $5\frac{1}{2}$ p.m., so that except for the four winter months, the vessel could get out before dark, while at Falmouth it cannot arrive in less than 28 hours, or at midnight, and thus compelling the packet always to sail in the dark, unless she is unnecessarily detained several hours for daylight, which is I believe the case.

3. By sailing from Plymouth in the evening she will have daylight for passing Ushant and the Saintes, whereas from Falmouth she can only reach there late in the evening.

4. The same consideration applies to her approach to Vigo, where from Plymouth she may arrive in the morning. From Falmouth the same speed will carry her there by 10 p.m. and thus involve a night's delay.

The distance from Plymouth to Ushant is 18 miles, or two hours more than from Falmouth, but on the other hand, the mail coach arrives at the former place $6\frac{1}{2}$ hours earlier, so that there is a positive saving there of $4\frac{1}{2}$ hours, which will of course be augmented if the above consideration respecting Vigo is correct, and if there is a constant detention at Falmouth till daylight.

23 November 1837.

(signed) F. Beaufort.

MEMORANDUM relative to Mooring Ground for the Government Mail Steam-Packets, supposing the Port of *Plymouth* to be decided on as the most desirable Station.

BEING apprehensive that the most desirable part of this harbour has been overlooked, I am induced to submit for consideration the following remarks:—

The essentials appear to be depth of water, security for the vessels, and facility of landing passengers and mails in all weathers, the whole of which objects I think will be found to be comprised in the line I shall point out.

For "depth of water" *vide* the result of my survey at low water in spring tides.

For "security of the vessels." They would be completely landlocked from all the prevailing annoying winds, say from s.s.w. to n.w., while they would not interrupt the present free course of the harbour.

For "facility of landing mails and passengers." In weather not extremely boisterous, common boats can cross to New Passage, and under all other circumstances a safe landing can be effected at Torpoint, where the steam bridge crosses, every quarter of an hour, and carriages would be in attendance from the town for the conveyance of passengers and baggage, or stores could be obtained there to any extent at a very reasonable rate.

The ground I propose is at the innermost line of buoys on the western shore from Torpoint, to the south point of the river Lyner (St. Germain's river) which are seldom occupied by vessels of war.

The nearer to Torpoint, of course, the better.

For "depth of water," say at one hundred yards from low-water mark, viz.—

	Fathoms.
Off northernmost end of Torpoint	7 to 8
Off Gravesend	5 — 7
Opposite Thancks (the seat of Lord Graves)	$4\frac{1}{2}$ — $5\frac{1}{2}$
Southern extreme of Wilcove	$4\frac{1}{2}$ — $5\frac{1}{2}$
Centre of Wilcove, abreast H. M. S. Medway, she lying in seven fathoms	$4\frac{1}{2}$ — 5
Peto Point	8
Midway between south point of the Lyner, and Peto Point	7
Southern point of the Lyner	9

Hence it would appear that there would be sufficient room and water from Wilcove to Torpoint, on the western shore, at all times of tide, for vessels as large as
67. are

are likely to be employed in the packet service ; and I may be allowed to observe, that the localities already spoken of, viz., "the West Mud and Barn Pool," are not only exposed situations, but have none of the facilities possessed by the one I point out.
(signed) *R. A. Newman.*

P.S.—It was, I believe, at one time proposed to Government, from the great depth of water and fine shore between Peto Point and the Lyner, (from seven to nine fathoms,) to establish a building yard there for ships of the line, and to devote the whole of the present yard to repairs and stores.—*R. A. N.*

FALMOUTH.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The United MEMORIAL of the Mayor, Aldermen and Burgesses of the Borough of *Penzance*, in Common Hall assembled,

Showeth,

THAT your Memorialists having read the Report of the Committee appointed to examine the different ports in the British Channel, with a view of deciding which would be the best adapted for the purpose of embarking and disembarking the West India mails, are much disappointed and astonished to find that their decision has been given in favour of Dartmouth, the more especially as Falmouth possesses in a much greater degree all the "requirements" of a packet station, even as set forth by the Committee themselves.

Your Memorialists therefore earnestly hope, that in a question affecting the wellbeing, and even the very existence of a large and fixed population, and in a measure, the interests of the whole of the county of Cornwall, that your Lordships will not, under the circumstances, consent to remove an establishment so long identified with Falmouth, in favour of any other port.

And your Memorialists will ever pray, and so forth,

(L. S.)

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Mayor, Aldermen, Council, and Inhabitants of the Town of *Falmouth* and its Vicinity,

Showeth,

THAT your Memorialists have read the Report of the Committee appointed to examine the different ports in the British Channel, with a view of deciding which would be best adapted for the purpose of embarking and disembarking the West India mails ; and it has occasioned your Memorialists the deepest regret, as it has excited their utmost surprise, to perceive that the preference of the Committee has been given to Dartmouth.

It is the duty of your Memorialists, on this occasion, to submit for your Lordships' consideration the following remarks on that Report, which, remembering the very important interests confided to their advocacy, they trust will be favourably entertained :

1st. The Committee have distinctly admitted the principle so frequently urged by your Memorialists, "that a western port is most desirable for landing and embarking the mails to and from the West Indies."

2d. That provided a railroad "existed to the south-west land's end, and a harbour were constructed in that neighbourhood, where the mails may be with facility put on board and landed, they would unhesitatingly recommend that harbour to their Lordships' adoption."

3d. That with all the improvements in steam navigation, "there is a greater degree of uncertainty attached to the transport of mails by steam vessels than when a coach or railroad becomes the medium of communication."

Assuming

Assuming these principles to be incontrovertible, your Memorialists conceive that it is impossible a stronger case could be made out in favour of Falmouth than is involved in them, inasmuch as it is the most south-western harbour in England. It has every prospect of a railway being brought to it; and, as is shown by the calculations of the Committee themselves, it saves 47 miles of a sea voyage, when compared with the port of Dartmouth.

Possessed, then, as Falmouth is, to so superior an extent, of those qualifications which the Committee have thus recorded as "chief requirements" for a packet station, it surely becomes a matter of fair inquiry how far the other portions of the Report agree with these principles.

Again, the Committee state the "requirements of the port for a packet station to be comprised chiefly in its adjacent headlands, as lands-falls, the light or lights exhibited thereon, its comparative freedom from outlying dangers, the depth of water in the entrance to and within the harbour, regardless of the state of tide, the rise of tide, and strength of stream, and more especially the tranquillity of its waters."

In reference to these additional requirements, your Memorialists can state, as within the knowledge of every unprejudiced and practical man, that they are most satisfactorily presented by the port of Falmouth, the Lizard being the first and best headland in the Channel, and a land-fall which every ship from the Atlantic endeavours to make before she runs to the eastward; the lights thereon being different from others in the neighbourhood, and most distinct; there being no outlying dangers to interrupt the navigation, and its leading at once to the light-house at the entrance of Falmouth harbour. Within the harbour the depth of water is sufficient for the largest steamer; and, as a proof of its security and stillness, it is in evidence from the Post-office agent, Mr. William Gay, that he has been 45 years in the management of the foreign mails, and during the whole of that time there never was a packet lost in entering or departing from Falmouth; and that the mails were never detained on board or on shore five minutes at any time, or from any weather, during the whole of that period, though generally embarked and disembarked in the more exposed part of the outer harbour, and although the mails are so large as often to require two launches for the purposes of their embarkation.

The Committee also state in their Report, that in order to avoid the many outlying dangers described by them at the entrance of Dartmouth, "lighting and buoys to some amount will be required." Now your Memorialists confidently affirm that the access to Falmouth will require neither additional lights nor buoys, facts which were fully proved before the Committee by officers commanding packets, or in charge of the mails.

The Committee have further stated, that "the influx of shipping seeking shelter in the port would necessarily occasion much obstruction to the departure or arrival of steam packets."

Your Memorialists, however, consider that this requirement is fully provided for at this port, inasmuch as the space within is so extensive that no inconvenience need occur, and the possibility of such an event would be wholly prevented by the contemplated appointment of a harbour master.

In respect to the advantages reported to be possessed by Dartmouth, your Memorialists have only to refer to the difficulties connected with the entrance as described by the Committee of that port; and although steam vessels may enter an extremely narrow channel to reach their anchorage, when sailing vessels cannot venture, yet your Memorialists need only to inform your Lordships, that but three months since the *Tagus*, the finest steam vessel, carrying mails to Gibraltar, disabled one of her engines after she had left this port, and was obliged to return under sail to seek Falmouth as her nearest and best port of refuge, when, according to the Committee's showing, she could not have ventured to enter Dartmouth. At Falmouth, too, this vessel (as other steam vessels have done) availed herself of the help of a foundry within the port, at which are constructed engines of the largest and best description, by which means the repairs were effected in one day, an advantage not existing at Dartmouth.

Further, the Committee have placed an imaginary berth in the entrance of the Channel, midway between Ushant and the Scilly Isles; from thence they have measured the distance to Bridgwater by way of Falmouth and Exeter, and also by way of Dartmouth and Exeter; now it must appear to your Lordships, on looking at the chart, that in coming from the West Indies the steamers would

avoid the rocky and dangerous coast of France, and generally, if not invariably, endeavour to keep the English shore, on board, therefore, every mile these steam-vessels pass to the northward of this berth they would shorten the sea distance so much the more in favour of Falmouth, and thereby give it an increased advantage over every eastern port, an advantage which cannot be readily introduced into the calculations of the distance to be run.

But in the calculation made by the Committee, and which is introduced into the Appendix of the Report, your Memorialists have cause to complain of an error which does considerable injustice to Falmouth, inasmuch as while they allow 47 sea miles in favour of Falmouth, they charge the land difference 82 miles against Falmouth, thereby giving to Dartmouth two hours advantage of time over Falmouth. Whereas the correct calculation should have been as follows:

	Hour.	Min.
To Falmouth, subtract the difference in sea distance, 47 miles,		
or in time - - - - -	6	0
And add 66 miles, mail-coach or time - - - - -	6	36
	<hr/>	
Leaving a difference of only - - - - -	0	36
	<hr/>	
From Falmouth to Exeter - - - - -	96	miles.
Dartmouth to Exeter - - - - -	30	—
	<hr/>	
Difference - - - - -	66	—
	<hr/>	

From Exeter to Bridgwater the distance is same in both cases.

Thus it is clear that Dartmouth, under the most favorable circumstances, can give no more than thirty-six minutes advantage over Falmouth, and not two hours, as stated by the Committee.

To this very important error your Memorialists cannot refrain from drawing your Lordships' particular attention.

Your Memorialists humbly presume to suggest, that two points of the greatest moment, as it concerns this town, were not thought necessary to be referred to in the instructions from the Admiralty, and consequently were not adverted to in the Report of the Committee, or considered by them.

1st. That this is not a question involving the original establishment of a packet station, but it is the substitution of one place for another; *i.e.* some other place for Falmouth.

Next, whether the advantages to be gained are sufficient to induce a paternal government to annihilate the prosperity of a population of at least 20,000 persons, the inhabitants of Falmouth and its vicinity, whose chief dependence rests upon an establishment which has so long been identified with the welfare of Falmouth, and the removal of which will seriously affect the interests of the whole population of the county of Cornwall.

Your Memorialists venture to remind your Lordships, that the proposed alteration will necessarily entail an increased expenditure upon the Government; will, in all probability, stay those improvements in the port of Falmouth for which the inhabitants have so liberally contributed, and prevent the construction of a railway into Cornwall, an undertaking which they are of opinion would be of the highest importance to Her Majesty's Government, and to the interests of the nation at large, both in a military and a commercial point of view.

Your Memorialists humbly submit, that the Committee have abstained from offering any reason why the change should be effected, except that by an error in their calculation they make the difference of time two hours, instead of thirty-six minutes, and not making any allowance for the delays incident to steam navigation. Your Memorialists take it for granted that your Lordships will never decree the destruction of so much property, and the ruin of so large a population, for the possible, but not probable, gain in the transmission of the foreign letters of that small space of time, *viz.* thirty-six minutes, or even two hours, were that calculation correct.

Your Memorialists cannot think that the time is arrived when the prayer of so important

important a portion of the empire will pass unheeded, and that so reckless a sacrifice should be made on such inadequate grounds.

Your Memorialists annex a copy of a paper addressed to the Committee*, by which you will perceive that an engagement was entered into to continue the improvements of the inner harbour of Falmouth, and afford additional accommodation to the packet establishment; they therefore cannot but hope that, with such desires to facilitate the service, and such efforts to promote the objects of the parties concerned in this great undertaking, the fears which have agitated and distressed the whole population of this town for so long a time, occasioning the most serious interruption to general business, will be entirely removed by the decision of your Lordships not to interfere with the existing arrangements.

Falmouth, 29 August 1840.

(signed) *L. Blight,*
Mayor of Falmouth.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

May it please your Lordships,

WE have the honour of transmitting to your Lordships a Memorial which has been entrusted to us by the inhabitants of this borough, as their representatives.

We beg to assure your Lordships of the great respectability of the parties by whom it is signed, and most earnestly solicit your Lordships' favourable consideration of the prayer of the memorial.

The subject is one in which the greatest interest is taken by all classes, without reference to political opinions; and we are deeply impressed with the conviction, that the adoption of Dartmouth as the port of departure for steam packets, instead of Falmouth, would be fraught with the greatest injury, not only to the latter town, but to the whole county of Cornwall, without any adequate advantage whatever to the public service.

We have, &c.
(signed) *J. Ennis Vroian.*
E^d Turner.

Truro, 1 October 1840.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Mayor, Aldermen, Capital Burgesses, and Inhabitants of the Borough of *Truro*, in the County of *Cornwall*,

Humbly sheweth to your Lordships,

THAT your Memorialists have seen with much concern the announcement that the Committee appointed by the Lords of Admiralty, to inquire as to the comparative advantages afforded by different ports in the Channel as ports for the departure and arrival of the West India mails, have stated it to be their opinion that Dartmouth will be found the most eligible port.

That your Memorialists respectfully submit to your Lordships, that on further inquiry and examination such opinion will be found erroneous, and that it would be ascertained that Falmouth is the most eligible port for the steam packet station, for the conveyance of the mails to and from the West Indies, and also to and from the Peninsula and Mediterranean.

That Falmouth, as being the most south-westerly port in Britain, is nearer to the West Indies, the Peninsula, and the Mediterranean, than any other port in Britain.

That the calculations of the before-mentioned Committee as to the comparative speed of transmitting the mails from a berth 50 miles off Ushant to Dartmouth, and thence to the two great centres of London and Birmingham, are, in the belief of your Memorialists incorrect, the Committee making an apparent difference of two hours in favour of Dartmouth as compared with Falmouth, whereas the real difference is only 36 minutes, as is proved by the following calculation:

From:

* See page 96.

	Hrs.	Min.
From Falmouth subtract a difference in sea distance of		
47 miles, or in time - - - - -	6	0
And add from Falmouth to Exeter - - - 96		
From Dartmouth to Exeter - - - - - 30		
	<hr/>	
	66 coach miles.	
The Committee say 821, or in time - - - - -	6	36
	<hr/>	
In favour of Dartmouth - - - - -	0	36
	<hr/>	

That the calculations of the said Committee erroneously showing so small a difference in favour of Dartmouth, as compared with Falmouth, are made from an imaginary berth off Ushant, respecting which the Committee state "it is doubtful whether any two individuals would agree;" and your Memorialists submit to your Lordships, that if the berth selected were further north, and steamers were to make the Lizard, which is the best headland in the Channel, and that which is usually made for by homeward-bound vessels, instead of making the Start, the sea distance would be more against Dartmouth, and the time more in favour of Falmouth.

That the distance between the imaginary berth off Ushant and the port of Falmouth, is trifling as compared with the distance between that berth and Dartmouth, consequently while the mails to and from Exeter *via* Falmouth, would for a great part of the distance go by the certain and speedy conveyance of a mail-coach, which in all probability soon will pass by a railway from Falmouth to Exeter, the mails to and from Dartmouth would for a great distance be exposed to the uncertainty and delay incident to Channel navigation, the medium speed of a steam vessel under favourable circumstances being about eight miles an hour, and that of the coach uniformly 10 miles an hour.

That the berth off Ushant, in addition to the dangerous navigation which belongs to it, and which must often oblige vessels to shape their course to the Lizard without approaching it, would be utterly unapproachable in case of a war between this country and France, and therefore such berth is not a fair starting point from which to measure the distances, but such distances should be measured from the different foreign ports from which the packets would sail to the nearest port in England, by the ordinary and most practicable route.

That steamers, on their way up or down the Channel, are frequently detained by stress of weather for days. That on one occasion, as your Memorialists have been informed and believe, a Government steamer coming down from Plymouth against a strong westerly gale, could go only 15 miles in 12 hours, and was then obliged to put back; that in the summer of the year 1839, Her Majesty's steamer Firebrand, having some of the Lords of the Admiralty on board, was unable to proceed in her course, and compelled to put into the port of Fowey; and that in the month of July last, Her Majesty's steamer Meteor, with the before-mentioned Committee on board, when on her course from Plymouth to Falmouth, was obliged to return to Plymouth in consequence of a strong headwind, and the Committee proceeded on their way to Falmouth by coach.

That the port of Falmouth presents greater facilities of ingress and egress than any other port in the Channel. That during the late war, the port of Falmouth was the rendezvous of the Channel fleet, and that within a few days last past the *Oriental*, one of the largest steamers employed by Government in the conveyance of mails, anchored in the inner harbour of Falmouth, within a quarter mile of the town, and found sufficient water and room at low water spring tide.

That it is free from outlying dangers, and is perfectly secure within. The headland of the Lizard, which homeward-bound vessels usually make, is only 17 miles distant from the port of Falmouth. Saint Anthony's Head, with its light, is on one side of the entrance, and the peninsula of Pendennis and the Black Rock on the other, form natural breakwaters, while the harbour is almost surrounded by high lands, which render it at all times perfectly safe.

That the port of Falmouth is a tried station, and has for a period of nearly two centuries been found to possess every requisite of a port for the packets employed in the conveyance of foreign mails.

That as your Memorialists have been credibly informed, and believe, in only 16 instances have packets omitted to make the port direct, either from stress of weather

weather or any other cause, during 1,740 successive voyages, and that the present packet agent of Falmouth, during the 45 years he has been connected with the packet establishment there, has not known a packet to be lost at Falmouth, or a mail to be detained in landing or embarking more than a few minutes.

That Falmouth has all the necessary offices for carrying on the duties incidental to a foreign packet station, and also possesses the advantages of a dry dock, large ship-building yards, and an efficient foundry.

That the population of Falmouth now consists of about 10,000 persons, the greater part of whom mainly depend for their means of subsistence on the port of Falmouth being still used as a packet station, and who, if it ceases to be so, will be seriously injured, and very many of them rendered destitute; and that on the faith of the port continuing to enjoy its privileges as a packet station, a large capital has been embarked in buildings and various undertakings, which will, to a great extent, be lost by the removal of the packets. That along the course of the roads by which the mails pass to and from Falmouth, and in the towns in the line, considerable capital has also been invested in the erection of hotels, the setting on of coaches, and otherwise, which capital will likewise be to a considerable extent lost should the packet station be changed, and that the county of Cornwall generally will greatly suffer from the packets being removed from Falmouth.

Your Memorialists therefore earnestly hope that your Lordships will not sanction an alteration which will occasion serious loss and injury to so many of Her Majesty's subjects, and which your Memorialists are assured will not produce any advantage whatever to the kingdom at large; and your Memorialists entreat your Lordships to cause experiments to be made as to the comparative eligibility of the two ports of Falmouth and Dartmouth, and to be governed in your determination by the result of such experiments.

And your Memorialists as in duty bound will ever pray.

Signed by 486 Persons.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of a Committee appointed by the Inhabitants of the Town of *Falmouth* and its Vicinity, in Public Meeting assembled,

Respectfully sheweth,

THAT your Memorialists are informed a meeting of merchants was lately held in London, "to consider the best means to be adopted to facilitate the communication of the Mails between this country and the ports in the Mediterranean and the Peninsula."

That at that meeting a Memorial to your Lordships was agreed upon, embodying the following statements:

First; "That much delay now occurs between the usual time of arrival of the contract steam packets at Falmouth and the delivery of the letters in London, and although not in an equal degree, between the time of the mails being made up at the General Post-office, and their embarkation in the packets.

Second; "That a considerable portion of this delay would be obviated were the mails landed or embarked at Portsmouth or Southampton instead of Falmouth."

Your Memorialists are persuaded that Her Majesty's Postmaster-general can satisfy your Lordships, that no delay takes place beyond what is absolutely necessary for the assorting of the letters, and which must be as common to any other port as to Falmouth.

The city Memorialists seem to have calculated upon the correspondence from all parts of England being concentrated at the General Post-office, there sorted, and then forwarded to Falmouth; whereas the contrary is the fact; the letters from every part of the United Kingdom being always accumulating at Falmouth, they are there sorted for the various foreign destinations, and so dispatched on board the packets; any alteration therefore in this plan would certainly produce a delay detrimental to the general interests of commerce.

But supposing they were to be so accumulated at the General Post-office instead of at Falmouth, and admitting the mails were dispatched from London, as proposed by these Memorialists, at three o'clock on Saturday (or any other afternoon), they would reach Falmouth at or before seven on the following evening, and no delay

being necessary in sorting, they could in a few minutes be on board the packet, and in an hour in the open sea, as at this port vessels can leave the anchorage at any time of night, and in all weathers with safety (which cannot be attempted but under rarely favourable circumstances, either from Portsmouth Harbour or Southampton Water), and would reach Cape Finisterre, especially in the winter months, in advance of steamers departing from the proposed, or any other eastern port.

Your Memorialists are, however, prepared to show, that although the contract steam vessels leave London during the six winter months as early as Thursday evening, in 18 instances they have failed to reach Falmouth before the Sunday following; in three instances they have not arrived till the Monday; in one instance was retarded even till the Wednesday, and four only reached on Saturday, so that in some cases the mails which were dispatched on the Saturday night from town have been sorted at Falmouth prior to the steamer's arrival: such facts, therefore, clearly demonstrate that the passage down Channel can never be performed with that certainty which the London Memorialists so erroneously calculate upon.

That in the transmission of the letters brought by the return packets from the Peninsula, they are assorted at and dispatched from Falmouth direct to all parts of the United Kingdom by the earliest post, and therefore reach the great northern towns simultaneously with those to the metropolis, a material point apparently lost sight of by the city Memorialists. If the entire mails, as received by the packets, had to be forwarded to London and there only assorted and distributed, then indeed the case might appear to be somewhat different, but as the letters take the shortest course from Falmouth to their destination, no delay occurs except in the non-delivery upon the Sunday in the city of London, a circumstance, as your Lordships cannot fail to perceive, wholly unconnected with the port of disembarkation.

That any alteration in expediting the mails from London at an earlier hour would equally accelerate the embarkation thereof at Falmouth as at Portsmouth or Southampton, and enable the packets to return the earlier in the week from the Peninsula, which appears to be the principal object of the city Memorialists, as affording the opportunity of replying by the first departing packet after receipt, and whereby they anticipate seven days may be always gained, which your Memorialists, however, conceive cannot be realised.

But assuming it were possible that a week be sometimes gained to the merchants of London *via* Southampton or Portsmouth, the other parts of England, especially the northern and manufacturing towns, with Scotland and Ireland, would be that period of time in arrear, thereby giving the metropolis an undue advantage over the rest of the kingdom. For instance, suppose the packet to arrive at Southampton or Portsmouth on the Saturday afternoon, or Sunday, which, upon ordinary calculation, would be the earliest period of arrival, and the mails are carried immediately to London, the letters will remain in London during Sunday, and not till Monday evening would they be ready to be dispatched to the North of England; whereas if they had been landed at Falmouth on the Friday or Saturday, they would reach London on the Sunday, or Monday morning, and be delivered in Liverpool at the same time, thus proving a gain of 48 hours over the Southampton route, to the greater portion of the kingdom.

Again, as respects the return of the Peninsular packets, your Memorialists are also prepared to show that during the last 12 months, in eight instances only have they returned on the Friday, in 28 on the Saturday, and the remaining 16 at even a later period, thereby exhibiting the great uncertainty in the period of arrival upon the homeward passage.

Your Memorialists have also to draw your Lordships' attention to the fact, that Falmouth being the focus or point whereat all the foreign correspondence from the North of England concentrates for various countries, so whenever a steam packet is compelled by stress of weather to return to Falmouth for shelter, she receives the letters which daily accumulate up to the moment of her last departure, a paramount advantage which it is obvious can never be afforded by Southampton or Portsmouth, from their too eastern position either as depôts or ports of refuge.

Your Memorialists also beg to make known to your Lordships, that the inhabitants of Falmouth have determined to afford increased facility to the vessels employed upon this important service by deepening the water in the inner harbour at their own cost and expense, and by providing a floating depôt for the more expeditious and cheap supply of fuel.

In conclusion, your Memorialists have repeatedly solicited impartial enquiry into the comparative merits of Falmouth Harbour as a packet station, being firmly persuaded

persuaded that the result would prove the very satisfactory nature of the existing arrangements; and however individual merchants or towns may endeavour to benefit their own exclusive interests, the general convenience of the mercantile community will be best promoted and more permanently secured by the continuance of the establishment at Falmouth, which port from its extreme south-western position, has been constituted the packet station from time immemorial, and from its natural eligibility and capacity has never obtained even the expenditure of the smallest amount of money from the public purse.

Your Memorialists therefore pray, for these and other reasons which may be advanced, that no such alteration as that desired by the city Memorialists may receive your Lordships' sanction or assent.

And your Memorialists, as in duty bound, &c. &c.

On behalf of the Committee,
(signed) *L. Blight*, Mayor and Chairman.

26 March 1840.

ADDITIONAL REMARKS to those contained in the *Falmouth* Memorial.

THE great merits of Falmouth Harbour are not properly appreciated, especially by persons residing in distant parts of the kingdom, and therefore the following remarks are appended to the Memorial.

First. It possesses advantages, it is thought, greater than any other port in the kingdom as an anchorage for steam-vessels, being safe and commodious, without any strength of tide, and having a depth of water equal to all purposes for the largest vessels.

Supplies of Welch coals may be obtained at Falmouth at the lowest possible rate, and of the best quality, the distance from Wales being short, and the freight proportionately light. The Government coal frigate lies in a part of the harbour where there is sufficient depth of water to enable even a line-of-battle ship to go alongside of her at any time of tide, and where the largest steam-ship ever built can always receive her coals without any delay or the smallest risk. Two other coal hulks are always employed in the inner harbour in supplying steam-vessels of various sizes with coals with the smallest possible inconvenience.

The anchorage of the outer port, or what is usually termed Carrick Roads, where the present naval packets lie preparatory to their proceeding on their voyage, for its extent, for its depth of water (there being from seven to twenty fathoms), and for its security from all storms, is unequalled on the coast of England, and in which the longest steam-vessel may find room to wind, anchor, or weigh, without being inconvenienced by narrow passages, projecting points, or dangerous shoals, and without requiring the protection of a breakwater, or the guidance of light vessels and multiplied landmarks.

It is a fact well known to the commercial world, that in the heavy gales of wind which have so frequently occurred, and when losses in lives and property to the most serious amount have been sustained in other ports, scarcely a single accident has happened at Falmouth; and it may be observed, that in the year 1824, when the port of Plymouth presented such melancholy instances of its exposure to the severe gales from the southward, and such extensive losses were experienced along the coast, Falmouth was almost wholly exempt from its direful effects.

Second. That as a port of refuge it is always accessible by night and day, at all times of tide, and in the most boisterous weather, with the wind in any quarter. There is no impediment existing to the arrival of steam-vessels of any size, and it should be remembered that the winds which prevail on the British and Irish coasts during the winter, are from S.S.W. to W.N.W., and are often accompanied by thick rain, dark weather, and high seas, which are the greatest hindrances in navigating on those coasts. Under these well-known perils a seaman would run with confidence for the Lizard, satisfied that he has not a leeshore to contend with, as he may approach any part of that coast within two and a half miles, or near enough in the worst weather to ascertain his position, from whence he can steer for Falmouth Harbour, or take shelter in the Western Bay in smooth water. The Liverpool Peninsular steamer was lately delayed in her return voyage 48 hours, from some defect in her machinery and deficiency of fuel, and she must of necessity have sought refuge in a western port to procure the necessary assistance for the

the continuance of her voyage if she had been bound to any port to the eastward.

Thirdly. As a port of departure for steam-vessels, it also presents great advantages, being at the very entrance of the Channel, from whence a passage can be made when vessels in the eastern ports would hesitate about weighing their anchor. The maximum rate of the speed of a steam-vessel is about nine miles per hour, and this is about the minimum rate of a mail-coach ; therefore the mails will be carried to Falmouth, the extreme south-western port, in all weathers, at a fixed rate of speed, and be ready for embarkation there at a certain hour, advantages which cannot be equalled by starting from any other port. If the object in dispensing with sailing vessels and employing steam be dispatch, then to give up Falmouth for the precarious chances attendant upon navigating the whole length of the Channel would be most undesirable ; for the difficulties would be tenfold in the winter, when the days are short and the nights long, and even in the summer there is a great variety of instances of delay, of which the following are the most recent. The Devonshire, a first-class steam-vessel, encountered a gale of wind on her passage from London to Dublin, and ought to have arrived at Falmouth on Friday, the 19th instant, at noon, but did not reach that place till five A. M. on the Monday following, having been delayed on her passage down Channel 65 hours. The United Kingdom, a fine steamer, bound to Naples and Alexandria, left Portsmouth on Thursday morning, the 18th instant, and did not reach Falmouth until ten P. M. the Sunday following, being three days and a half on her passage, and 57 hours longer from Portsmouth than the mail-coach takes to convey the mails from London to Falmouth.

Where, then, it may be fairly asked, is there another port on all the coasts of England which affords such facilities for the arrival and departure of steam as well as sailing vessels with mails and despatches on board to be compared with Falmouth? Indeed the expression of a talented nautical gentleman may well be quoted, that "the contemplated change abounds in absurdities."

Falmouth, July 1839.

MOUNT'S BAY OR PENZANCE.

To the Lords Commissioners of the Treasury.

WE the undersigned representatives of the county of Cornwall, having received repeated applications from an influential and highly respectable body of our constituents, calling on us to make an appeal to the Board of Admiralty, to direct their attention to the harbour of Mount's Bay, and pointing out the great advantages that would be derived, not only to the coasting trade of the United Kingdom, but to the shipping interests generally, by its being improved and brought more into use ; and learning that a commission is about to proceed to examine into and determine the question as to which of the western harbours is best calculated for a steam packet station, request that your Lordships will be pleased to order the said commission to report on the harbour of Mount's Bay at the same time that they report on any other harbours to which their attention may have been especially directed.

(signed) *Edw. Pendarves.*
Charles Lemon.
Eliot.
W. H. Vivian.

PAPERS ANNEXED TO OR REFERRED TO IN THE REPORTS OF THE COMMISSIONERS.

PAPERS from the *Mail Steam Packet Company.*

Sir,
 Royal Mail Steam Packet Company,
 No. 3, Winchester-buildings, 2 June 1840.

I AM desired by the Court of Directors of this Company to acknowledge the receipt of your letter of 30 May, and to enclose a paper which contains some of the principal reasons for considering Southampton to be the port most eligible, in their opinion, for embarking and landing the West India mails.

Lieutenant Kendall, of this office, will wait upon the Committee with this letter, and will be prepared to give any further explanation which they may require.

The Chairman of this Company, and Mr. M'Queen, have an appointment with the Chancellor of the Exchequer for to-morrow at 12, but they will wait on your Committee as soon as their conference with the Chancellor of the Exchequer is over.

I have, &c.

W. H. Pitcher,
 Secretary.

M. Dixon, Esq. Com. R. N. and Secretary
 to the Royal Mail Steam-Packet Harbour Committee.

THE harbour and docks constructing at Southampton are readily accessible at all times from the English Channel, in any weather, and whether by night or by day. Any obstruction that exists in the river (the Itchen) as regards the depth requisite to admit the free egress and ingress of vessels of the tonnage of the Royal Mail Steam Packet Company's ships is removing, and will be entirely cleared away by the Southampton Dock Company before the Royal Mail Steam Packet Company can commence operations. The docks in course of construction there will also be finished by that time, with every necessary accommodation that can be required by the Company or the Government, for making it the port of arrival and departure. It is a situation and position quiet and removed from the inconvenience and bustle attendant upon great naval ports, whether these be occupied by the vessels of Government or of private merchants. It is, moreover, the nearest safe port to London that can be obtained in the English Channel. The distance by railroad is only 75 miles; consequently, the mails despatched from the General Post-office at 8 p.m. will be on board and the steamer under weigh by half-past 11 p.m. the same evening. The same facility will be afforded to reach the metropolis early on the arrival of the inward mails, the Railroad Company having, as it would be their interest to have, an extra train ready to carry forward the mails without delay, should these arrive at an hour between the regular trains. There is the best reason to believe, that as the railroad is completed from London to Southampton, all the mails both outwards and inwards for Ireland, Scotland, and the north-west portion of England, can be sooner conveyed to and from their respective destinations through the metropolis than by any other road. It is also conceived that the mails for Bristol and the other important parts of the west of England, landed and taken in at Southampton, would suffer no material delay, and as regards Bristol, in particular, no delay or inconvenience whatever. Southampton, while it is the best possible situation for the mail station, so far as the public is concerned, will also prove of the most essential service to the Royal Mail Steam Packet Company, from the greater ease and facility with which passengers, specie, parcels, packages, &c. could be sent and conveyed to and from every quarter—objects of vital importance to the interests of the Company, and in the furtherance of which objects they confidently relied on the support and countenance of the Government when concluding the contract with them for the extensive and very important work to be performed. Were the port at a greater distance from London, this circumstance would, as regards passengers, &c. &c. be a most serious drawback both to individuals and to the Company, by entailing an additional and heavy expense upon both. The central situation of Southampton, by the railroads joining it to the metropolis, and the latter to almost all the great commercial towns of the United Kingdom, together with

the ready communication which the port alluded to affords to and from the continent of Europe, point it out as the most proper and eligible station in every respect that could be selected by either the Government, or the Royal Mail Steam-Packet Company, to carry into effect the great steam mail communication between Great Britain and the western world.

It is here necessary to observe, that there is not another port in the English Channel where the Royal Mail Steam-Packet Company could find similar accommodation for their vessels. The docks at Southampton will afford ample accommodation; but at no other port, not even at Portsmouth or Plymouth, can this be obtained without constructing wharfs specially for the purpose. The interests and convenience of the Company and of the Government are the same in this matter. They cannot be separated with safety or advantage.

It must be borne in mind, that at the port selected to be the port of arrival and departure, the Royal Mail Steam-Packet Company will not only require large accommodation, but that this large accommodation should be completely prepared for them before their vessels are ready to start with the first mails from England. They will require not only a regular and extensive dock and wharf for the accommodation of their ships, but the dock required must have a depth of at least 18 feet at low water. They will require extensive buildings for offices and store-houses of different descriptions, a large space of ground for a coal depôt, and a piece of ground for a considerable number of workshops. Unless all these objects are secured, it will be quite impossible for the Royal Mail Steam-Packet Company to carry on the very important and extensive public service which they have engaged to perform, in a way that can prove advantageous or satisfactory either to themselves or the public. Whatever point gives the greatest accommodation and facility to every one in, and to every thing connected with, the commercial world generally, and their communication first with the metropolis, and secondly, with the great commercial towns in the United Kingdom, is the first object to be attended to, and not the local interests of any one town or port in the nation. Moreover, it seems to be only reasonable that the Royal Mail Steam-Packet Company should have the selection of a port where they can obtain accommodation at a reasonable rate, that port being one the choice of which would not positively be injurious to the public service; because, if any port be fixed upon without this being provided for or kept in view, the Company will necessarily be compelled to pay whatever sum may be asked of them, however extravagant that sum may be, in order to obtain the requisite accommodation. The Company are happy to observe, from the instructions which have been issued to the Commission, that this point has, to a considerable extent, been conceded to them.

It is only necessary further to observe, that to go and come from one port and then to call at another in the English Channel, in order to land and take in mails, would be attended not only with much inconvenience and waste of time, but with positive and increased danger to the vessels in the winter months, or during half the year.

REASONS in favour of *Portsmouth* as the best Port for embarking and landing the *Peninsular* and *Alexandrian* Mails.

IT is stated that the South-western Railway will be opened through to Gosport in three months. Assuming this to be effected, the mails can be transmitted from the General Post-office, London, in about four hours. Portsmouth will then present the following advantages:—

1. As being the most direct line of conveyance on the sea route, as well as that affording the greatest acceleration on the land route, not only to and from the metropolis, but the great manufacturing and commercial towns and districts, say Birmingham, Manchester, Liverpool, &c. by railway. A line drawn from Spithead to Falmouth, and from Falmouth to Ushant, compared with one drawn direct from Spithead to Ushant, will show an increase of distance of about 50 miles, making the saving in the sea passage on the voyage out and home, by starting from and returning to Portsmouth, instead of Falmouth, 100 miles in distance, and 12 hours in time

2. As regards the Peninsular mails, the very important advantage of an acceleration of seven days in the course of post, is gained by embarking and landing the mails

mails at Portsmouth, as shown by the statement of route handed in herewith, marked (A.)

3. Portsmouth is of easy access for steam vessels, either by night or day; vessels can take their coals in in the harbour, in any weather. In case of accident to any of the mail-packets, the facility of dry docks for prompt repair is of great importance.

4. The semaphore communication must, it is considered, give Portsmouth a decided preference as a steam mail-packet station. On any emergency the packet could be detained for a despatch by a telegraphic communication in a few minutes, and, in case of any important news from abroad, it might in like manner be communicated to Government, at least some hours before it became generally known to the public.

As the letter of the Committee merely requires a statement of circumstances in favour of any particular port in the English Channel, the managers of the Peninsular Steam Navigation Company forbear to specify the disadvantages of other ports, but are prepared with facts to prove the utter ineligibility of Falmouth harbour as a station for steam-packets, if the Committee require such information.

4 June 1840.

(signed) *Willcox & Anderson.*

(A.)

COPY of STATEMENT forwarded by the Committee of Merchants to the Lords Commissioners of Her Majesty's Treasury, 5th June 1840.

SCHEME of the DEPARTURES and ARRIVALS, under ordinary Circumstances, of the Peninsular Mail-Packets, under the Arrangement proposed by the Committee of Merchants connected with *Spain, Portugal, and the Mediterranean.*

Mail to leave London	-	-	-	Wednesday	-	-	8 P. M.
Arrive at Portsmouth or Southampton	-	-	-	ditto	-	-	11½ P. M.
Vessel to start from	ditto	-	-	Thursday	-	-	1 A. M.
Arrive at Lisbon	-	-	-	Tuesday	-	-	6 A. M.
Depart from Lisbon	-	-	-	Wednesday	-	-	6 A. M.
Arrive at Cadiz	-	-	-	Thursday	-	-	Noon
Depart from Cadiz	-	-	-	ditto	-	-	3 P. M.
Arrive at Gibraltar	-	-	-	Friday	-	-	6 A. M.
Depart from Gibraltar	-	-	-	Saturday	-	-	8 P. M.
Arrive at Cadiz	-	-	-	Sunday	-	-	6 A. M.
Depart from Cadiz	-	-	-	ditto	-	-	9 A. M.
Arrive at Lisbon	-	-	-	Monday	-	-	3 P. M.
Depart from Lisbon	-	-	-	Wednesday	-	-	6 P. M.
Arrive at Portsmouth or Southampton	-	-	-	Monday	-	-	6 P. M.

Letters might therefore be delivered on Tuesday morning in London, thus affording ample time for the merchants to send their answers by the outward-bound packets of Wednesday evening.

NOTE by the Managers of the *Peninsular Steam Navigation Company.*

THIS proposed arrangement would not only afford to London but (in a great majority of instances) to Birmingham, Manchester, and Liverpool, and the neighbouring districts, the advantage of replying to letters by the outward packet of the same week.

At present the outward Peninsular mail leaves London on Saturday, at 8 P. M. and the inward mail is not delivered at the Post-office until Monday morning, being a day and a half after the outward mail is dispatched.

By the proposed scheme, the mail would leave London on Wednesday at 8 P. M. and would generally arrive and be delivered in London on Tuesday morning, being one day and a half before the departure of the outward mail, being an actual acceleration of three days, and by affording the opportunity of answering letters by the outward packet of the same week, instead of having to wait, as at present, for that of the following week, effecting an acceleration in the course of post of one whole week.

Whatever difference of opinion may arise regarding the superiority of sundry ports in the Channel as a station for mail steam-packets, it is presumed none can exist as to the comparative unfitness of Falmouth for that purpose.

Its great distance from London, and the length of time required for the conveyance of the mails to and from that place, are matters that apply more particularly to the Post-office department, and which will doubtless meet due consideration; but the inadequacy of Falmouth as affording shelter and facilities for obtaining those supplies requisite for the accomplishment of steam-packet service, has been confirmed by the experience of nearly three years, during which the steamers conveying the mails between England and the Peninsula have resorted to that port.

They have to complain of shoalings of water, by which vessels of their size are prevented resorting to those places free from exposure to the heavy sea which rolls in when the wind blows strong from the eastward, southward, or the south-west. Those channels in which Her Majesty's mail packets lie being too narrow and confined to admit of steamers swinging, even if they were not occupied by the sailing packets, and the steamers are in consequence obliged to lie at the outer verge of the bank, in such situation that the sea sets in so heavily as to prevent colliers or barges lying alongside for the purpose of coaling, and to suspend all communication with the shore, from which delay in dispatching the mails has arisen.

Falmouth, being much resorted to by vessels weather-bound, is at times so much crowded with shipping as to render it unsafe in blowing weather to cast a steamer loose from her anchors, even although the direction of the wind should favour her departure. Damage has arisen under such circumstances, and might have amounted to positive disability to proceed with the mails. The price of coals is less at Falmouth than perhaps at any port in the Channel, from its contiguity to Wales, and the great intercourse kept up between the collieries and the mining districts of Cornwall; but the advantages of price in the article of coal is greatly overbalanced by the imperfections of the port, to avoid which the owners of the Peninsula mail steamers removed their coaling station to Stonehouse Pool, where they continued for some months, submitting to the expense of pilotage into and out of that place, in addition to similar imposts at Falmouth, at which they still took up and landed the mails; but they were at length obliged to withdraw, from the very contracted space allotted to the anchorage of private ships, in consequence of which one of those vessels tailed on the mud and unshipped her rudder.

Although there may be some difficulty in deciding which is the most eligible port for departure and arrival of mail steamers, it is presumed no doubt can exist that there are many in the Channel greatly superior to Falmouth. Southampton, as a port, and in reference to the railway, appears to be, under present circumstances, prominent in merit, although when the railway shall have been completed to Gosport, Portsmouth might claim a preference from the facility of semaphore communication with London, and the convenience of a dry dock in case of accident. Southampton in other respects might be more eligible, being unencumbered by shipping, and easy of access through the Needles, except in cases of extreme high winds from the westward, when the vessels approaching it would have to go round the Isle of Wight. There are two fathoms within a short distance of Southampton, so that the vessels would always be water-borne, and might sail at quarter flood. Improvements are in forwardness at that place, such as to justify the expectation that sufficient inducement will be held out to warrant the selection of that port. The run from thence to Ushant may be about 210 miles, which at $8\frac{1}{2}$ miles per hour, would occupy nearly 25 hours, and which, in addition to four hours by railway and shipping mails, would give 29 hours from London to Ushant; whereas the journey to Falmouth and shipping mails, 38 hours, and 95 miles to Ushant, or 11 hours, would occupy 49 hours between London and Ushant, leaving 20 hours in favour of the route by Southampton. The difference in cases of severe adverse winds might be less, but it would rarely, if ever, exceed those 20 hours; whereas, in general, a gain of time might be calculated upon.

During the prevalence of a strong s.e. gale, a vessel at Falmouth would not venture to lift her anchor; whereas she would make a fair wind of it from Southampton to Ushant; but where she would be prevented sailing from Southampton by a severe s.w. gale, she would alike be unable to proceed from Falmouth; and if the weather was to moderate just so much as to permit a departure from both places, and the vessel steaming four miles an hour, Ushant would be reached from

London

London by Southampton six hours earlier than by way of Falmouth. In cases where the vessel steamed 10 or 11 knots, the advantage would be incomparably in favour of Southampton.

It is submitted that Dartmouth is a good harbour as regards accommodation for steamers, and vastly superior to Falmouth as regards speed in the transmission of the mails by land.

Mill Bay may be made an excellent situation for mail steamers, and possesses the great advantage of contiguity to a dry dock, and when a railway shall be laid to that place, its superiority over all those farther to the eastward as a mail steam-packet station is obvious; but the circumstances recommendatory of Plymouth would operate more powerfully as regards Falmouth, or any other port still further westward, provided it was made safe and convenient, and that a railway from London communicated with it; but in the interim it is submitted that Portsmouth or Southampton present such prominent superiority as to insure the adoption of one of them.

It may not be irrelevant to remark, that although Southampton, like almost all other harbours, is liable to interruption of boat intercourse between ships and the shore during the continuance of hard gales from some particular direction, yet that inconvenience may be obviated or greatly diminished at Southampton, through the agency of numerous small steamers which resort to that estuary.

In order to render Southampton more perfect as a mail steam-packet station, it would be indispensable that the channel should be buoyed off and lighted, so as to render it accessible by day or night.

(signed) *Richard Bourne.*

8 June 1840.

Bristol and Exeter Railway Office,
30, Broad-street, Bristol, 6 June 1840.

Sir,

IN answer to your letter of the 5th instant, I beg leave to state, that the line of railway from Bristol to Bridgewater may be expected to be opened very early next year, probably in the month of January.

The communication between London and Exeter, by the Great Western and Bristol and Exeter Railways, will then be effected in about 12 hours.

Before the end of 1841, the Great Western Railway will be open from London to Bristol, when the journey from London to Exeter will not require more than 10 hours.

Early in 1842 the Bristol and Exeter line will be open to Taunton, whereby the time will be reduced to about nine hours and a half.

In 1843 the whole line from Bristol to Exeter will, it is confidently hoped, be completed, when the journey from London to Exeter will unquestionably be performed in from six hours to six hours and a quarter.

For any further particulars I beg leave to refer you to I. K. Brunel, Esq. engineer in chief to this company, who has surveyed the ports likely to be affected by the arrangements for the West India mails.

His residence is at No. 18, Duke-street, Westminster.

I have apprized him of your inquiries, and requested his particular attention to the subject.

I have, &c.

(signed) *J. B. Badham*, Secretary.

Captain Dixon, R. N. Admiralty.

Great Western Railway,
Princes-street, Bank, 12 June 1840.

Sir,

I HAVE had the honour to receive your letter of the 5th instant, which has been duly laid before the Board of Directors, and I am desired to acquaint you in reply to it, that the Great Western Railway will be complete and open for traffic between London and Bristol about this time next year. It is expected that the railway between Bristol and Bridgewater will be ready even before that time. No time has yet been fixed with the Postmaster-General for the transmission of the mails

to Bristol, but it can be done with punctuality in three and a half hours; and; upon any occasions requiring peculiar dispatch, the directors would send an express through to Bristol in three hours.

I have, &c.
(signed) *Chas. A. Saunders*, Secretary.

I beg to add that 90 miles of this railway will be completed during this year.

Capt. M. Dixon, R. N., Secretary to the Channel Committee,
Admiralty, Somerset House.

Peninsular and Oriental Steam Navigation Company's
Offices, 51, St. Mary Axe, London, 16 June 1840.

Sir,

In the memorandum submitted to the Committee by us as managers of the Peninsular Steam Navigation Company, in favour of Portsmouth as a mail-packet station, we omitted to state a fact of considerable importance in respect to the contract for the East India mails.

In this contract it is stipulated, that in case the port of either Southampton or Portsmouth shall be fixed upon for embarking and landing the mails, the service is to be performed for 2,000 *l.* per annum less than the sum required, if the mails should be embarked and landed at Falmouth.

We have, &c.
(signed) *Willcox & Anderson*.

Rear Admiral Sir J. A. Gordon,
Chairman of the Royal Mail Harbour Committee.

SOUTHAMPTON.

To Rear Admiral Sir *James Gordon*, K. C. B. &c. &c. Chairman of the
Committee, &c. &c.

Sir,

THE committee appointed at a public meeting of the inhabitants of Southampton, held on the 12th day of June 1839, have endeavoured by the introduction of written and oral evidence to explain the advantages of the port of Southampton as a mail-packet station.

1st. On account of the depth of water and breadth of channel in the river, which will enable steam-vessels drawing from 16 to 18 feet of water, to reach and leave the proposed docks and wharfs at all times of tide, and at all hours both of the day and night; likewise in respect to the continuance of high water in the river for nearly three hours, on which subjects the branch pilots and captains of steam and sailing vessels have given testimony, and of which the custom-house books kept by the tide surveyor give proof, in so far as regards the arrivals at all times of tide, and at all hours of the day and night, both in summer and winter.

2d. In reference to the London and South Western Railway, the terminus of which abuts upon the docks, and a branch from which will be carried alongside of the steam-packet wharfs.

3d. In regard to expedition, security, and economy which will be afforded by the railway mail carriages running alongside of the mail packet wharfs, so that the mails may be transferred from the packets to the carriages, or from the carriages to the packets, under the roof of the post-office, which may be so placed on the wharf, that the railway carriages may run into the office, and be there packed or unpacked under the eye of the superintendent of the post-office department.

In proposing Southampton as the packet station, it may be proper to show the time in which the foreign mails may be delivered in London, through that port, as compared with other ports in the British Channel.

Taking Ushant as the point which steam vessels from the West Indies or from the Mediterranean would make, on entering the British Channel, and selecting Plymouth as one of the western ports, the following would represent the respective times.

The

The distance from Ushant to Southampton, by measurement on the chart, is 216 miles, taking eight miles per hour as the average speed of the packets, this distance would be accomplished in	hs. min.
From Southampton to London by railway, 76 miles, at 20 miles per hour	27 -
	3 48
Total	30 48

Ushant to Plymouth, 120 miles by chart, at eight miles per hour	hs. min.
Plymouth to London by coach and railway	15 -
	20 29
Total	35 29

This last calculation in regard to Plymouth does not include the loss of time which must in almost every case occur in consequence of the mail packets arriving either before or after the departure of the regular mail coaches.

The foregoing calculation shows that in respect to the speedy delivery and transmission of foreign letters, in and from the metropolis, the comparison is in favour of Southampton, even without taking into consideration the constant delays which must occur in the event of the mail steam packets arriving at any of the western ports before or after the departure of the regular mail coaches from those ports.

But it is not from this immaterial saving of a few hours, that the route by Southampton claims its superiority; it is chiefly from the adaptation of the railway, with the docks and steam-packet wharfs, and the opportunity which is afforded of placing the post-office on the wharfs, in close connexion both with the mail-packets and the railway, so that the greatest possible regularity, expedition, economy, and security may be obtained; the whole being capable of producing a simultaneous co-operation and uniformity of action, of which, it is believed, no parallel can be found in this or any other country.

In addition to these advantages, it may be stated that the locality of Southampton, placed as it is by means of its railway, within a few hours' journey of London, would enable the Government to send off despatches dated within a few hours prior to the departure of the mail-packets, and to receive them within a few hours after their arrival. The importance of such facilities will no doubt be appreciated by the Colonial and other public departments, and they will apply with equal force to the commercial interests of London, to the manufacturing towns and districts to the east of the metropolis, and all communication of the northern states of Europe with the West Indies, &c. &c.; thus if the mail-packets for the West Indies were to start on the 1st and 15th of every month, Government despatches or letters, sent from London on the mornings of those days might be off Ushant on the following day.

Further, as the communications between London and Southampton are carried on by the regular trains six times each way daily, no extra expense would attend this expeditious transport. The same frequency of communication by the railway would enable Government to hasten or retard the sailing of any packet without incurring expense. In addition, the transport of troops to the colonies, on any sudden emergency, would be much facilitated by this combination of favourable circumstances, especially as provision is made in the Dock Act for the embarkation and landing of troops, arms, ammunition, or luggage, &c., &c., free of expense to the Government.

Having thus briefly shown the advantage which would result to the Government departments, and the commercial interests of the metropolis, and of all parts to the eastward, as well as all the correspondence with the northern states of Europe, if the mail steam packets were to make Southampton the report of arrival and departure, it may be considered necessary to investigate the effect which such a measure would produce in the conveyance of letters to and from the great manufacturing districts of the central and northern counties of England, as well as to and from Scotland, Ireland and Wales.

Southampton being situated nearly in the centre of the southern coast line of England, all those towns and districts in the southern counties lying east or west of, and equidistant from Southampton, would be placed on a footing of equality in

respect to the time of receiving and dispatching their foreign letters. Bristol would receive letters in seven hours, Gloucester in ten, Birmingham in ten and a half. Through Birmingham all the western and central counties might be supplied, except such as may continue to receive their mails direct from London.

From Bristol, or through Gloucester, the communication with Wales would be maintained; through Bristol, Liverpool and Holyhead, the communication with Ireland; thus ensuring an expeditious transport of mails to and from the manufacturing districts, without sacrificing the interests of the metropolis.

Taking Birmingham as an important central point, it may be desirable to ascertain with what facility the conveyance of mails to and from that place may be effected *vid* Southampton, as contrasted with other ports to the westward.

The continuous line of railway from the wharf at Southampton to the town of Birmingham, unbroken except at one point, viz. London, will enable one with great accuracy to fix the time for the transport of the mails, more particularly as at the London termini of the South Western and Birmingham Railways spare locomotive engines and carriages are always in readiness, and little time need be lost in transferring the mails from one railway to the other.

	<i>hrs.</i>	<i>min.</i>
From Southampton to London by railway, 76 miles, at 20 miles per hour - - - - -	3	48
Delay in changing conveyance in London - - - - -	1	0
London to Birmingham, 112 miles, at 20 miles per hour - - -	5	36
	10	24

But the lines of railway between Birmingham and Exeter being incomplete, being under the direction of various companies, one of them likewise having a steep inclination in one part, requiring to be worked by stationary power, and another, if completed at all, being likely to have only one line of rails laid down, it must follow that many delays would occur in a route where the changes of mode of conveyance are so numerous, and where no community of action or control can prevail, and such delays must be greater in cases of special trains.

It should likewise be borne in mind, that where only one line of rails is laid down, no special or extra trains can proceed, as accidents of a fearful nature would inevitably occur, against which no human foresight or precaution could sufficiently guard.

It is extremely difficult to draw a comparison between a system susceptible of perfect arrangement and expedition, as the mode proposed *vid* Southampton, and one which must ever be attended with uncertainty and delay, particularly where the measure of that delay cannot be ascertained, but must remain an unknown quantity liable to perpetual change.

Some light may perhaps be thrown on this subject, by supposing two steam-vessels of equal velocity to start from Ushant at the same time, each having on board a mail, the contents of which it is desirable to deliver in Birmingham with the least possible delay, the one to steer for Southampton, the other for Plymouth; the relative distances being 216 and 120 miles, and each vessel averaging eight miles per hour.

	<i>h.</i>	<i>m.</i>		<i>h.</i>	<i>m.</i>
To Plymouth - - - - -	15	0	To Southampton - - - - -	27	0
Plymouth to Exeter, by mail, 44 miles - - - - -	4	30	Southampton to Birmingham, including one hour for the change and transfer - - -	10	24
Exeter to Bristol, by the railway, when finished, 76 miles.	3	48			
Bristol to Gloucester, by coach, no Act yet obtained for a railway, 30 miles - - - - -	3	0			
Gloucester to Birmingham, with inclined plane, 52 miles - -	2	36			
Three changes of modes of conveyances, transfers, &c. - -	3	0			
	31	54		37	24

This

This calculation in respect to Plymouth supposes the mail packets to arrive at the exact time of the starting of the mail coach ; it also supposes all the railways to be completed between Exeter and Birmingham, for which Acts of Parliament have been obtained, and that all the companies have their engines and mail carriages ready to start on the arrival of the mail at the different points ; that there are two lines of rail laid down in all cases ; that there is no delay at the inclined plane, which must be worked by stationary power ; and that there is no loss of time whatever, except for the mere shifting of the mail bags, and the preparation of engines and the mail carriages.

But in practice this will be found to produce very different results ; for instance, if the mail packet should arrive one hour after the departure of the mail coach, a delay of 23 hours, if there is only one daily mail, or 11 hours if there are two, must take place before the mails can be forwarded from Plymouth ; unless recourse is had to extra mail coaches drawn by post horses, which was a measure seldom resorted to by the Post-office even when its revenue was highly productive, and is not likely to be often adopted now, when the diminished scale of payment has reduced the income. If the mail packet should arrive two hours after the departure of the regular mail coach, then a loss of 22 hours must ensue, and so on in proportion ; it being clear, that for once in the 24 hours that the packets will arrive exactly to suit the departure of the regular mail coaches, if there be but one, they will arrive 23 times at the wrong hour, occasioning delay varying from one to 23 hours.

But supposing the expense of an extra mail coach and post horses be resorted to, what would be the consequence on their arrival at a railway with only one line of rails ? the inevitable necessity of waiting until the regular time for the departure of a train ; this might be three or four hours on a line of 76 miles.

Other obstructions must necessarily occur in the passage of extra trains along a variety of railways, such as are interposed between Exeter and Birmingham.

On the whole, therefore, the few hours of advantage which at first sight may appear in favour of performing the distance from Ushant to Birmingham *via* Plymouth would be lost, in almost every case, by the delays inevitably attending the mode of transit here mentioned.

The comparison with Dartmouth and Falmouth may be worked out with nearly similar results.

It is respectfully submitted, however, that it is not on the occasional difference of a few hours of earlier or later delivery at any one place that the question ought alone to be tried, but chiefly on the superior regularity, expedition, general utility, economy and security which any one locality can afford, and these, it is maintained, can be in greater perfection carried out by the adoption of Southampton, and by the judicious adaptation there of the post-office to the railway and mail steam-packet wharfs, than in any other port in England.

Southampton, 17 June 1840.

D. Breton, Mayor,
Chairman..

In illustration of the delays which must attend the landing and transport of mails at those ports where no railway is in close connexion with the wharfs, the committee beg leave to draw the attention of Sir James Gordon and the Commissioners to the following case, which is stated to have occurred yesterday.

The committee cannot vouch for the accuracy of the time stated for the arrival at Spithead of the British Queen ; but in proof of the time of arrival at Southampton of the mails, and their departure from thence for London, they forward the accompanying certificates of the person in charge at the railway station, and of the persons who received the mail-bags and placed them on the railway carriage.

Sir James Gordon and the Commissioners will have an opportunity when at Portsmouth of ascertaining the precise time of the arrival of the British Queen at Spithead.

British Queen arrived at Spithead on the 16th of June, at seven o'clock in the morning. The mails were forwarded by an extra mail-coach, and did not reach Southampton until a few minutes before one o'clock. The mails were immediately forwarded to London by the regular stopping-train, and would arrive there

at half-past four o'clock; thus requiring six hours for landing and travelling 16 miles by extra mail-coach, and only three hours and a half for going 76 miles by railway.

P. Breton, Mayor,
Chairman.

Southampton, 17 June 1840.

I, *Richard Gray Gunnell*, superintendent of the Southampton terminus of the South Western Railway, do certify, that on Tuesday the 16th day of June 1840, the mail bags which arrived from New York in the British Queen steam vessel reached the Southampton Railway station about five minutes before one o'clock in the day; that I immediately caused them to be placed on a railway carriage, and they proceeded to London, leaving Southampton at one o'clock precisely.

(signed) *Richard Gray Gunnell.*

Southampton, 17 June 1840.

I, *John Bullin*, porter on the Railway establishment, do certify, that on Tuesday the 16th June 1840, I took from a mail coach which arrived at the station a little before one o'clock, about 10 mail sacks, and placed them on one of the Railway carriages; that I was assisted by John Sherren, a policeman on the railway establishment, and that the train started for London immediately after the mail bags were placed on the carriage.

(signed) *John Bullin.*

Southampton, 17 June 1840.

I *John Sherren*, policeman on the Railway establishment, do certify, that I assisted John Bullin in placing about 10 mail bags on one of the railway carriages, which bags had arrived in a mail coach about five minutes before one o'clock on Tuesday the 16th June 1840, and that the train started for London immediately after the mail bags had been placed on the carriage.

(signed) *John Sherren.*

Southampton, 17 June 1840.

Sir,

Dock-office, Southampton, 13 June 1840.

I HAVE the honour to state to you, for the information of the Committee of Inquiry into the claims of the ports in the English Channel for embarking and landing the West India mails, that as I was about to enter upon my answer to your question concerning the progress of the Southampton Dock Works, I found that the directors, in their statement to the Committee, have guaranteed the completion of the Tidal Dock by December 1841, and as my arrangements for accomplishing this work warrant me in giving to that engagement my professional sanction, I feel it will be unnecessary to trouble the Committee with details.

I have, &c.

To Captain Dixon, R. N.
Secretary, &c.

(signed) *Francis Giles.*

Sir,

Southampton Dock Office,
Bishopsgate Within, 15 June 1840.

I HAVE the honour to transmit to you inclosed, a minute of the reasons urged by the deputation from this Company in conference with the Committee of Inquiry into the claims of the English Channel ports, in support of the claims of the port and docks of Southampton, and to request that you will lay the same before that Committee.

I have, &c.

Captain Dixon, R. N.
Secretary, &c.

Geo. Saintsbury, Secretary.

THE Chairman of the Court of Directors of the Southampton Dock Company has the honour to present to the Chairman of the Committee of Inquiry into the claims of the Ports in the English Channel for embarking and landing the West India mails, agreeably to that committee's desire, a minute of those points which were adduced by the deputation from the Southampton Dock Company, at their recent conference with the committee, in support of the claims of the port and docks of Southampton to be selected as the mail steam-packet station of the English Channel.

The accompanying printed paper, entitled "Reasons for constructing Commercial and Steam-packet Docks at Southampton," which has already been laid before the committee, and which comprehends, as part of those reasons, the evidence given before Parliament by distinguished naval and military officers, and other eminent authorities, in proof of the merits of the port, exhibits a case which the dock deputation conceive requires only the following additions to make it complete.

The deputation allege, that the Southampton Docks will afford the best station which the Royal Mail Steam-packet Company could find in the English Channel; but they are reminded by the committee, that without contesting that point, the question at issue is, which will be the best harbour for the Royal Mail-packet service.

This question involves two points:

1st. As regards facility of access at all times.

2d. As regards the internal arrangements of the Post-office for despatch in the transmission of the mails.

1st. Facility of access and accommodation:

The Dock Company refer to the plan of their proposed docks, as deposited with the committee on the 3d instant. The first of these, the tidal dock, comprises an area of 16 acres of water; its minimum depth being 18 feet at low-water of spring-tides, with a rise of tide of from 12 to 14 feet; its extent of quay-room is 2,600 feet. Its entrance, which is an open one, will be 150 feet in width; and it will be approachable at all times of the tide from the River Itchen, which will be dredged to a uniform depth of 18 feet at low-water spring-tides, down to its confluence with the still deeper channel of the Southampton Water.

This estuary, six miles in length, with a safe and uninterrupted navigation, terminates in the open Channel between the mainland and the Isle of Wight. The facility of the passage thence, both by the Needles and by St. Helen's, is fully established in the Parliamentary evidence already referred to.

As regards the period by which the accommodation to be afforded by the Southampton Docks can be made available for the Royal mail steam-packets, the Dock Company are ready to guarantee ample accommodation, including offices, storehouses, workshops, &c. for that purpose by the time named by the committee, viz. 1st December 1841.

2. With reference to the internal arrangements and facilities required by the Post-office:

The railway now effects the journey from London to Southampton in three hours.

The docks are literally the terminus of the railway for every purpose connected with the transmission of the mails. The bags may thus, by the same carriage which receives them in London, and without delay, be conveyed to the water's edge, alongside the packet then ready for sea, and in 10 minutes afterwards the vessel may proceed on her voyage.

The Dock Company propose, for the further facilitation of the Post-office service, to provide for that department an exclusive office within their walls, in which all arrangements of sorting and despatching the bags, both outward and inward, may be conducted.

This continuation of the railway from London, into and through the dock premises, to the very point of putting to sea, is a peculiar feature in the combination, which renders these two undertakings unequalled, as a whole, by any other which can be found for the public service.

The Southampton Dock Company abstain from specifying the peculiar facilities of the harbour, as regards soundings, lights, &c.; as also from indicating the

minutiæ of the various inland arrangements of the Post-office, as compared with other ports, because they are made aware that a deputation appointed by the town of Southampton have already discussed and enforced that portion of the case in conference with the Harbour Committee.

(signed) *Joseph Liggins,*

To Rear Admiral Sir James Gordon, K. C. B.

Chairman.

Chairman, &c. &c. &c.

Sir,

Southampton, 15 June 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, and beg leave to inform you in reply, that the steamer on this station to the islands of Guernsey and Jersey, belonging to the South of England Steam Navigation Company, is the *Atalanta*, 372 tons, Budders, master, and 120 horse power; that she leaves this port every Tuesday and Friday evening at seven o'clock, performing the passage to Guernsey in general within 11 hours, and thence to Jersey within three hours; she returns from Jersey, according to tide, every Monday and Thursday, and after stopping at Guernsey a short time to exchange passengers, she arrives here, in moderate weather, within 15 hours from the time of her leaving Jersey. The *Lady Saumarez* also leaves for the islands every Monday and Thursday, and returns Wednesdays and Saturdays, performing the distance in 16 to 17 hours. Not having been accustomed to keep an account of the time of the departure from the islands, nor of the arrival of the steamers here, I regret I am unable to give you more fully the particulars. Should we succeed in obtaining the conveyance of the mails from this port, the directors would undertake to convey them by vessels of the same class as the *Atalanta*, which I feel confident would give entire satisfaction to the inhabitants of the Channel Islands. The directors would undertake to start their steamers at such hours as the Postmaster-general may appoint.

I have, &c.

Captain Dixon, R.N.

(signed) *W. I. Le Feuvre.*

Dennis Grubb, tide-surveyor of Her Majesty's Customs, has orders to board all vessels on their arrival; and can prove, by reference to his books, that steamers have arrived at the port at all hours of the night: that the following vessels arrived here at the hours stated; viz.

					H. M.
J.	3 September 1839	<i>Atalanta</i>	- - - -	at	5 40 a.m.
J.	1 —	<i>Saumarez</i>	- - - -		4 45 a.m.
H.	4 —	<i>Monarch</i>	- - - -		11 0 p.m.
H.	7 —	<i>Monarch</i>	- - - -		10 15 p.m.
J.	6 —	<i>Atalanta</i>	- - - -		5 0 a.m.
J.	8 —	<i>Saumarez</i>	- - - -		5 30 a.m.
J.	10 —	<i>Calpe</i>	- - - -		2 0 a.m.
J.	12 —	<i>Saumarez</i>	- - - -		5 0 a.m.
J.	13 —	<i>Atalanta</i>	- - - -		1 0 a.m.
J.	15 —	<i>Saumarez</i>	- - - -		5 0 a.m.
J.	17 —	<i>Atalanta</i>	- - - -		2 45 a.m.
J.	20 —	<i>Atalanta</i>	- - - -		4 0 a.m.
H.	19 —	<i>Monarch</i>	- - - -		5 45 a.m.
J.	21 —	<i>Calpe</i>	- - - -		5 30 a.m.
J.	22 —	<i>Saumarez</i>	- - - -		5 45 a.m.
J.	23 —	<i>Atalanta</i>	- - - -		9 0 p.m.
J.	26 —	<i>Saumarez</i>	- - - -		3 0 a.m.
J.	27 —	<i>Atalanta</i>	- - - -		4 0 a.m.
J.	1 October	<i>Atalanta</i>	- - - -		2 45 a.m.
H.	14 December	<i>Grand Turk</i>	- - - -		5 0 a.m.
H.	20 —	<i>Grand Turk</i>	- - - -		9 0 p.m.
H.	6 —	<i>Grand Turk</i>	- - - -		11 30 p.m.
J.	7 —	<i>Atalanta</i>	- - - -		5 0 a.m.
J.	29 —	<i>Atalanta</i>	- - - -		4 0 a.m.
H.	29 —	<i>Grand Turk</i>	- - - -		6 0 a.m.
J.	3 January 1840	<i>Atalanta</i>	- - - -		10 0 p.m.
H.	4 —	<i>Grand Turk</i>	- - - -		6 0 p.m.
H.	10 —	<i>Grand Turk</i>	- - - -		4 0 a.m.
H.	14 —	<i>Ariadne</i>	- - - -		6 0 a.m.
H.	21 —	<i>Ariadne</i>	- - - -		7 0 p.m.

Southampton, 10 June 1840.

Den. Grubb, Tide-surveyor.

John Faulkner has been a branch pilot under the Trinity Board, since April 1819, for the port of Southampton; would undertake to bring up a steamer in safety, drawing 18 feet water, at all times of tide, and at any hour of the night (provided there was a light on the Spit), by the west passage of the Brambles, up the river to the mouth of the Itchen.

Southampton, 10 June 1840.

The mark of
+
John Faulkner.

Witness, *W. I. Le Feuvre.*

Thomas Bulmore, master mariner, has been 40 years employed in the Southampton river, and during the last 14 years has been employed in steam navigation; previous to which, has piloted vessels up and down the river; could undertake to pilot a steamer drawing from 16 to 18 feet water up the river at all times of tide and during the night. Fogs are not prevalent or such as to prevent the navigation of the river; has never missed a passage in consequence of a fog.

The course of the river is straight, and the course of the tides equally true. Has never known the accumulation of ice to interrupt the navigation of the river.

(signed) *Captain T. Bulmore.*

John Fuszard, master mariner, has commanded sailing-vessels and steamers for 22 years, and could undertake to bring up steamers drawing 16 to 18 feet water at the lowest spring-tides through the Needles and western passage of the Brambles up the Southampton river, to the entrance of the Itchen, at all times of tide and during the night; considers there is no difficulty in doing so, as there is sufficient water for the purpose for such as know the river.

John Fuszard.

Southampton, 10 June 1840.

Charles Coster, master mariner, has known the Southampton river from his boyhood, having been first engaged in oyster fishing; since which period he has commanded several vessels, and is quite certain that steamers drawing 16 to 17 feet water may be brought up the river at all times of tide and at all hours of the night, if a light was erected off the Spit; knows all the ports in the Channel, and can safely say that there is none equal to this port at all times of the tide, day or night. The tides are exceedingly favourable, there being three hours' lay-tide from the first high-water before there is any ebb of consequence.

(signed) *Charles Coster.*

George Babot, master mariner, has been 13 years on the station to Guernsey and Jersey in the *Ariadne* and *Atalanta* steamers, and during that time has made 1,100 passages, always going through the Needles passage, with one exception, which was occasioned by bad steering, when on making the land to the eastward of the Needles, proceeded by St. Helen's, which occurred about 10 years ago; could have brought up a steamer of the largest class with equal facility, and would take the western passage of the Brambles in preference to the eastern. Has never met any accident between the Needles and the anchorage at Southampton, although twice out of three times he has come up at night-time, and during the winter was accustomed to leave this port at seven o'clock, p. m. Has commanded the *Atalanta* steamer nearly four years, and never employs a pilot.

Southampton.

Geo. Babot,
Master of the *Atalanta.*

Declared before me this 9th day of June 1840, *Wm. Ward, J. P.* for Southampton.

Captain *C. Keele*, commander, Royal Navy, has resided in the neighbourhood of Southampton all his life, and is well acquainted with the river, and is of opinion that steamers drawing from 16 to 18 feet water can be brought up the river to the entrance of the Itchen at all times of tide, during day or night, and considers the port in every way eligible for the packet station.

Southampton, 10 June 1840.

Charles Keele, Commander R. N.

James Ockleford, branch pilot, has brought ships drawing 16 to 17 feet water at low water spring-tides up the eastern passage of the Brambles, being a channel of three quarters of a mile broad, during the night-time, and timber ships drawing 19 feet by the west passage, but not at night-time. Considers there is 20 feet water at the lowest spring-tides in the shallowest part of the river up to the entrance of the Itchen, and would undertake to bring up a steamer at all times of tide.

James Ockleford.

George Henderson, late lieutenant-colonel Royal Engineers, has given great attention for some years past to the subject of railways, and is well acquainted with the south-western line; considers that the rate of 25 miles per hour would be a safe convenient speed for the transport of mails on railways. Calculating on this rate, and supposing the mail-packets to make the light off Ushant on entering the British Channel, he considers that the transmission of the mails to London may be carried on through Southampton more expeditiously than through any other port in the British Channel.

The distance from Ushant to Southampton being by measurement on the chart about 200 miles, it can be accomplished by steam-vessels in 20 hours.

The distance from Southampton to London by railway will occupy three hours, making in all 23 hours.

Great facilities would be afforded and many delays avoided by using the port of Southampton, and by adopting the following arrangements, viz. :—

By having the Post-office establishment so placed and arranged that the carriages containing the mail-bags should be brought into the office, and there packed and unpacked, unlocked and locked. This would give great security, and save much time. Southampton is the only port in England where the juxtaposition of the docks and railway will allow of such an arrangement.

By the establishment of day and night signals the arrival of the steam-vessels might be known, so that the steam-engines and mail-carriages might be got ready for immediate departure. As no change of mode of conveyance would be required, the mails might be forwarded by day or night, without loss of time, and with much less cost to Government than if forwarded by a long land carriage, involving changes of the mode of conveyance, and consequent delay.

The carriages containing the outward mails might be brought alongside of the mail-packets without previous shifting.

The above facilities cannot be afforded by any port in England except Southampton.

(signed)

G. Henderson.

John Blake has been a branch pilot licensed by the Trinity Board for 15 years, previous to which he had acted many years as pilot in the river; could engage at all times of tide to bring a steamer drawing from 16 to 17 feet water up the river to the entrance of the Itchen, through the west passage of the Brambles, and at any hour of the night, if a light was erected on the Spit.

Southampton, 10 June 1840.

Mark of + *John Blake*.

Witness, *W. I. Le Feuvre*.

Capt. *Robert Forder*, commander R. N. has been 40 years in the navy, and has commanded a steamer on this station 15 years; is well conversant with the Southampton river, having made 500 passages to and from Havre; considers that steamers drawing 16 to 18 feet water could come up the Southampton river at all hours of the day or night, by the west channel of the Brambles. Does not consider

consider fogs prevalent here, never having been detained more than two hours at any one time in consequence of a fog, and is certain he has not been detained on an average once a year.

Southampton, 10 June 1840.

(signed) *Robert Forder,*
Commander, R. N.

James Goodridge, master mariner, has commanded a steamer between this port and Guernsey and Jersey 15 years, during which time he has made upwards of 1,000 passages through the Needles, and has arrived here at all times of tide, and at all hours of the night, and has always left the port during winter after sunset; never found any difficulty in navigating the river, and could have taken charge of a first-class steamer drawing 16 to 18 feet water equally well, there being plenty of water as far as the entrance of the Itchen at all times of tide. Fogs are not more frequent here than on other parts of the coast. Some years since had charge of a steamer on the Portsmouth station, and considers it much safer to come up this river in the dark nights to going into Portsmouth harbour.

(signed) *Jas. Goodridge.*

Captain *Willes*, post captain R. N. is well acquainted with the Southampton River, having known it for 35 years, and believes it to be the best harbour in England, affording safety and security on entering the river; considers that steamers of the largest class can approach the town at all hours of the tide by day, and with a light on Calshot Spit, at night also; has been up the river several times whilst commanding H. M. S. *Brazen*, drawing 16 feet water, and found no difficulty in tacking out; is surprised that vessels in distress have not used it more frequently, as they could not sustain injury even without anchors or cables. The river affords peculiar advantages from the double flood tides, and the consequent continuance of high water during nearly three hours. The velocity of tide is not such as to afford any impediment to the navigation of the river. Has never known any ice to impede the navigation of the river.

(signed) *George W. Willes,*
Captain R. N.

Southampton, June 1840.

James Weeks, master mariner, has known the Southampton river 35 years, and has commanded since 1800 several sailing and steam-vessels; would engage to bring up a steamer drawing 16 to 17 feet water at all times of tide, day or night, through the west passage of the Brambles, up the river to the Itchen; has been in the habit constantly of bringing the vessels he commanded up the river at all hours of the day and night, during eight years in command of a steamer, and was never delayed by a fog; this previous to any light being established on Calshot Castle.

Southampton, 10 June 1840. (signed) *Jas. Weeks.*

Edward Rowcliffe has been a branch pilot under the Trinity Board during the last 25 years, and would undertake to bring up a steamer, drawing 16 to 18 feet water, through the west passage of the Brambles to the anchorage off Itchen Creek, any time of tide, day or night, having brought up sailing vessels with contrary winds, drawing 16 to 19 feet water, to the same anchorage, and considers that there is plenty of water for the largest steamers up to that place.

Southampton, 10 June 1840. (signed) *Edward Rowcliffe.*

Sir,

Polygon Terrace, Southampton, 27 July 1840.

I HAVE taken the liberty of enclosing an extract from the Times journal of the 25th instant. The fact bearing out in a remarkable manner one of the statements in our memorial, must be my excuse for intruding upon you at the present time, and I trust you will do me the favour to excuse my having done so.

Admiral Sir James Gordon, K. C. B.

I have, &c.
(signed) *Joseph Lobb.*

EXTRACT from the "Times" Journal, July 21.

"The Iberia packet, from Lisbon, arrived at Falmouth at two o'clock on Saturday morning, July 18th, when the mail had left half an hour; she arrived at Blackwall at seven o'clock on Sunday evening, and consequently despatches by a private hand, which had been all the way round, were delivered in London 12 hours sooner than the mail letters, a remarkable instance of the present defective arrangement.

"Had the mail landed at Southampton, the letters would have been in town 24 hours earlier."

PORTSMOUTH.

OBSERVATIONS and REMARKS given by Commander *G. G. Miall* before the Committee at *Portsmouth*, 19 June 1840, ordered by the Lords Commissioners of the Admiralty to inquire into the comparative Advantages of the different Ports in the Channel as Ports of Departure and Arrival of the *West India* Mails.

I BEG to observe, I was Admiralty agent in charge of mails to the Peninsula from September 1837 till June 1838.

I have known instances where the mails at Falmouth have been detained an hour in consequence of not having sufficient water over the bar of the inner harbour. The Iberia has been obliged to haul off from the coal-bulk, while coaling at Falmouth, in consequence of the heavy swell causing the hulk to stave in the bulwarks.

In consequence of severe and foggy weather, without observation from leaving Cape Finisterre, the Braganza overshot the Lizard and Falmouth, and made the Eddystone at seven o'clock a.m. when she was obliged to steam back (against a gale of wind) to Falmouth; and in another instance the Emerald Isle made the Smalls in the Irish Channel; so difficult is the making the land about the Lizard in foggy weather, and the water being so deep, and without observation they frequently pass Falmouth, from not daring to run for the land; whereas if the port for landing the mail was Portsmouth, they could run up Channel by the lead, and the number of vessels they usually meet would give the bearings of the land, and as they approach eastward, say about Portland, or the eastward of it, it frequently clears up, when they can make the land, shape the course for Spithead, either by St. Catherine's, which I believe is generally clear, and almost always to be seen, whereas the Needles is generally capped, and not to be seen in thick weather.

With respect to the departure of the mails, the steamer, if in a wet dock, and that dock a tide one, it will be necessary she remove to her moorings the tide before the mail arrives.

With respect to the distances held forth in the reasons why Portsmouth should be the port of departure of the West India mails, I can say they were taken from a general chart.

But in leaving Portsmouth with the West India mails on board, I would steer, giving Portland a fair berth, which would clear me of the Channel Islands and their tides, then shape a course giving Ushant a berth as to circumstances, and then a straight line to Barbadoes.

I should say the average going of a powerful steamer, taking winter and summer, to be eight miles per hour; but I have known the Tagus P. S. to arrive at Vigo from Falmouth in 51 hours, and from Belem at Lisbon, to Cadiz, in 23 $\frac{1}{2}$ hours.

The passage ordinarily performed by the Peninsular packets from Lisbon to Falmouth vary from four days to four days six hours. Tagus arrived at Gibraltar, leaving Falmouth 9. 30. a. m., on Monday, touching at Vigo, Oporto, Lisbon, and Cadiz, at 6 p. m. on the following Sunday.

During the time I was employed as agent, I do not recollect the Peninsular packet being too late for taking the mail at Falmouth.

The mails are now made up on Saturday night, and are forwarded from Falmouth on Monday morning at nine o'clock. If they were sent to Portsmouth
the

the packet would sail on Sunday morning at six, and by Monday morning at nine would almost always be to the southward and westward of Ushant, which would be 120 miles in advance of Falmouth on their voyage.

(signed) G. G. Miall,
Commander R. N.

REASONS why *Portsmouth* is considered the most eligible Port for a Packet Station for the *West India* and other Mails.

ALL ships arriving from foreign ports are by law required to proceed on arrival to the quarantine station to be examined by the superintendent, and procure pratique before they can communicate with the shore, to land letters or passengers.

The only quarantine station within the Isle of Wight is the Motherbank, which is five miles from Portsmouth. When the American liners arrive at this station, their letter bags are immediately put on board a cutter in attendance for the purpose, and are usually landed at Portsmouth in half an hour, the wind generally prevailing from the westward; it is a very rare occurrence to exceed an hour. These liners have called at Portsmouth to land their letters about 12 years, during the whole of which time an instance has never occurred of their letters not being regularly landed; and it is in contemplation to have a small steamer for the express purpose of landing letters, &c. from the packets, which will ensure their delivery at the Post-office at Portsmouth within half an hour after their arrival at the Motherbank, under all circumstances of wind, and at all times of tide, day or night. A similar arrangement could be made for the contemplated West India and other steam mail packets, should they arrive at low water, and not be able to get into the harbour till the first-quarter flood; the mails could then be despatched by the first railway to London from Gosport in three hours and a half, which railway is now in rapid progress, and it is presumed will be finished before the arrangements for the steam mail packets to start are completed. By these means the mails could be in London much sooner than by any other route.

The communication by telegraph from Portsmouth to London is of the very first-rate importance in a commercial point of view, as the arrival of packets may be (by permission of the Lords of the Admiralty) announced in London hours before the mails reach it, whereby the merchants would be in waiting for their letters, and by which means they would be able to take advantage of the first post afterwards to forward their orders to the manufacturing districts, and in consequence have their goods ready for shipment in a much shorter period. This is an advantage Portsmouth possesses over any other port in the English Channel. To point out another great advantage of the telegraph: In April 1839, two West Indiamen got on shore at the back of the Isle of Wight in foggy weather; they were got off again and brought into Portsmouth harbour; the agent for these ships applied to the Admiral Superintendent of the dock-yard for permission to sight them in H. M. yard; the Admiral immediately telegraphed for permission, and a reply came in an incredible short space of time granting the indulgence, when both ships were admitted into dock with their cargoes on board, the trifling damage they received repaired, and the ships were undocked and sailed again after only two or three days' detention and a saving of many hundred pounds to the owners and others concerned. If the Government dry dock alluded to had not been available these ships must have discharged their cargoes, at a heavy expense, besides great loss of time and of market, as there is no merchant dry dock within the Isle of Wight that will command more than 12 feet water over the sill of it. Portsmouth is in this respect unrivalled. A steam mail-packet, however large, may on any casualty be thus sighted in Her Majesty's dock without discharging coals, &c. It is presumed there would not be any difficulty in getting such an indulgence, the steam mail-packets being so identified with the public service.

The East India shipowners, merchants and others, have for a considerable period found Portsmouth the most convenient port in the Channel for their ships to call at, to receive their letter-bags, embark their passengers, take in stock, fill up water, and be finally despatched; the proximity of the roadstead of Spithead to the places of embarkation, its acknowledged safety, and easy ingress and egress,

by way of St. Helen's, are advantages of the first order, which are manifest from the great increase of East India ships and others last year at Spithead, upwards of a hundred sail having called for that purpose.

(signed) *S. W. Garratt,*

Agent for Lloyd's, the American Packets, &c. &c.

Portsmouth, 17 June 1840.

THE advantages the Harbour of Portsmouth possesses over that of Southampton Water, as a port for the arrival and departure of the steam-packets destined to run to the Peninsula and the West Indies, I consider to be these :

1st. The practicability, in a dark night, of entering Portsmouth Harbour, even as at present, I consider much easier than running up Southampton Water ; and, with a couple of lights on Blockhouse, would be much improved : whereas to make Southampton Water equally so, lights would be required on the Brambles, and at each turn or winding of the Channel.

2d. Moorings can be laid down in the harbour for steam vessels, or a hulk (say an old 74 or a large frigate) could be appropriated for their use, and serve the purpose of a coal depôt at the same time, or until it should be found necessary to construct docks.

3d. Should docks be thought necessary, the site for their construction, at the north end of the old gun-wharf, appears to me a very desirable spot ; the camber, if deepened, or the mill-dam, would be equally so.

4th. The facility of proceeding to sea at all times, having the choice of two passages, St. Helen's and the Needles.

5th. In thick hazy weather it is not prudent to run for the Needles ; St. Catherine's may be approached with less danger, in which case Portsmouth is much nearer than Southampton.

6th. The advantage of a semaphore in communicating any news of importance instantan on the arrival of the packets.

7th. The Arundel Canal affords great facility in transporting heavy stores, &c. required for the use of the steamers from the river.

(signed) *Jos. Harrison,*

Captain R. N.

Portsmouth, 19 June 1840.

ALL vessels coming from or through the Mediterranean, or from the West Barbary, on the Atlantic Ocean, are to repair to a quarantine station, to be there detained or released, according to circumstances under which they may arrive ; but vessels arriving from any port or place without the Streights or continent of America may be examined by the tide-surveyor, or other officer duly authorized to ascertain their liability to quarantine.

(signed) *W. B.*

A STATEMENT in support of the latter part of Article, No. 2, in the printed Statement ; showing the Difficulty and Danger attendant upon running for the Needles Light in thick or foggy Weather, or during the Night, with Southerly Winds, and the Preference due to the Passage round the Knab Light.

I HAVE, when in command of a man-of-war cutter, in running after dark from the south-westward for the Needles with strong winds from the south-west and thick hazy weather, found myself within two miles of the Needles Light before seeing it, and then, finding myself to leeward of it with a lee tide, I shaped a course round St. Catherine's and the Knab on to the light at Southsea Castle, thence into Portsmouth Harbour, during the middle of the night.

I have in the same cutter, during strong winds from the s. s. w. and thick hazy weather, in running for the Needles from the south-westward, made the Isle of Wight after dark, at the distance of a mile or two, without seeing the light on the Needles Point ; not knowing my position, I hove-to for an hour or two, in order, while drifting, to ascertain how the land trended to the eastward of me ; and having judged, from the direction of it, that I was between the Needles and St. Catherine's

Catherine's Point, I shaped a course to round the latter, and then on for the Knab, which I made just before daybreak, and then on to Portsmouth Harbour.

I do not consider it prudent to run for the Needles during strong south-west winds, and thick hazy or foggy weather.

(signed) *Joseph Roche,*
Com^r R. N.

Portsmouth, 20 June 1840.

I CONSIDER a ship may at all times, and in all weather, approach the east end of the island, particularly since the new light at St. Catherine's Point : and it is presumed the commanders of packets will be men of experience, who may at all times, after making the Nab Light, run in for Spithead, and should the weather be ever so bad mails can be landed from them, provided they do not consider it prudent to run for the harbour ; and it is my opinion, if lights were placed on Blockhouse the harbour may be run for at night as well as day after two hours' flood, or, by removing the bar at a small expense, at any time of tide. There is always accommodation for vessels in the harbour off the Borough Bank or North Mud, where they can bring up without any danger, and the mails landed in any weather in a short time.

The new wharfs now erecting in the camber I consider very desirable, inasmuch that any erections on or near it may be made for the accommodation of steamers, where they can lay alongside, particularly as it is contemplated to make a considerable depth of water at low water ; if so, vessels may safely run in, clear of all Government moorings, where they will not only find shelter but ample room and accommodation for steamers of any size adjoining these wharfs. Ample room can be had for the use of the Post-office department on the spot.

It has been the practice for homeward-bound ships to land their mails and passengers here, and, again, outward-bound ships embark their passengers here and receive their mails ; I presume it has been considered the most desirable.

In a Government point of view, I need not point out the advantages of the telegraph.

Under any circumstances, on the arrival of packets from foreign ports at the Motherbank, the mails can be conveyed at least three hours earlier to London than from any other place.

In the event of large steamers putting into port with damage, they can be docked at any tide without disturbing their coals or cargoes ; and in case of packets, I presume there would not be any difficulty in getting the same indulgences which I have always experienced from the Government, they being identified with the public service.

The camber improvements and the water deepened may be completed by the intended time of the packets commencing.

(signed) *Jas. B. Moore.*

BOROUGH OF PORTSMOUTH.

At a Special Meeting of the Council of the said Borough, held at the Sessions Room the 20th day of June 1840,

It was unanimously Resolved,—That this Council pledge themselves to do all in their power to carry out the improvements now making in the camber, so as to render them commensurate with the requirements necessary to make the port of Portsmouth a suitable station for the Royal mail steam-packets, for the embarking and landing their mails.

(signed) *J. W. Williams,* Mayor, Chairman.
John Howard, Town-clerk.

Portsmouth, 22 June 1840.

Benjamin Bramber, of Portsmouth, builder, surveyor, and contractor, is now and has been for some time engaged in extensive works in Her Majesty's dock-yard at Portsmouth, and that he has been principally engaged in the promoting the present works now going on in the camber of Portsmouth, and with that view

has ascertained the nature of the soil and subsoil in that vicinity, which exactly corresponds with all the excavations he has made in the dock-yard, some of which were to the depth of 50 feet, and from all which he is fully satisfied that an excavation may be safely made to the depth of 20 feet below low-water mark, and that there is no difficulty in making the whole of the camber, if required, suitable for the reception of vessels of large draft of water at any time of tide.

(signed) *Benj. Bramber.*

George Absalom, of Portsea, builder, is the contractor for the whole of the works now in progress at the camber. He has for some time past been engaged also under the Ordnance Department, in renewing certain portions of the wall at the west corner of the new gun wharf. From his previous general acquaintance with the locality, confirmed by his experience of the foundation in proceeding with the present works, he is persuaded that there would be no difficulty in carrying the excavations in any part of the camber to a sufficient depth to admit of 20 feet at low-water spring-tides; and that there is no natural impediment in the way of erecting wharfs or other accommodations for the embarkation and landing of passengers or mails at all times of the tide.

(signed) *Geo. Absalom.*

Portsmouth, 22 June 1840.

William Newport has been for 35 years very extensively engaged in the construction of various public works; he is now a sub-contractor under Mr. Absalom to make the excavations, put in the concrete for foundations, and all extra ground-work for the improvements now executing for the corporation in the camber of Portsmouth.

He is decidedly of opinion, from having bored it in from 30 to 40 places, and from the state of the foundations as now excavated, that a further excavation of from 14 to 16 feet may be safely undertaken; that the bottom would then be hard and sound; that there would then be from 18 to 20 feet of water at low-water spring-tides.

(signed) *Wm. Newport.*

Portsmouth, 22 June 1840.

To the Commissioners appointed to receive Evidence on the selection of the most eligible Port for a Steam-packet Station.

Gentlemen,

Portsmouth, 23 June 1840.

IN addition to the statement placed in your hands yesterday, showing reasons why Portsmouth possessed greater advantages than any other port in the Channel, I mentioned the very great importance of semaphore communication, and stated several instances where application had been made to the admiral to announce by semaphore the arrival of certain ships, and also to obtain permission of the Admiralty that two West Indiamen might be docked; and on several occasions these requests have been most readily granted: but I omitted to state, that only last week the admiral sent his compliments to me, that he had that moment received a semaphore communication from the Admiralty, desiring him to detain the East India ship *John Fleming* in the event of her putting into this port, the master having embarked a pack of hounds to the inconvenience of the officers and troops; and understanding that I was agent for that ship, he had thought proper to apprise me of his orders.

The following morning, the same communication was repeated, and two cutters were sent out to endeavour to fall in with the ship, but without success. In the course of the day, I received a letter from the master by an Isle of Wight pilot, with an order for his pilotage, having left the ship off the Start.

This morning, I observe from the Shipping Gazette, that from strong winds the ship has put into Falmouth, and the troops have disembarked. I name the latter circumstances to corroborate my statement.

I am, &c.

(signed) *W. Pierce,*
East India Shipping Agent.

REASONS why *Portsmouth* should be selected as the Port of Departure, Arrival, and Station for the *West India* and other Steam Packets, for the Conveyance of Mails, Passengers, &c.

1. PRACTICAL experience for the last 50 years has convinced owners and captains of East India shipping, that no port in the Channel affords such facilities for embarking and disembarking, proved most fully by nearly 100 sail having embarked passengers during the last year; nor is it confined to this class of shipping; the New York packets, ships of 600 and 700 tons, embark and disembark their mail bags and passengers three times during each month throughout the year with the greatest dispatch.

The British Queen has made this port her place of arrival and departure; and pilot boats taking passengers and mail bags out of homeward-bound ships in the Channel (wind permitting) land them at Portsmouth.

It must be obvious, that owners and others connected with these ships do not call at Portsmouth for any other purpose but that of serving their own interests; and it may be fairly presumed, that if any port in the Channel could offer preferable accommodation, it would have been most eagerly embraced long since.

2. Semaphore communication between Portsmouth and London is of such great importance, that it can only be duly estimated by those who have experienced its advantages. By these means an arrangement might be made with the Government, whereby the arrival of steam-packets would be known at the Admiralty full one hour previous to their reaching the port. Commanders may be ordered to make their number on their approach, and when they had specie on board, to state the amount. The first would be of the highest consideration, as merchants would be aware of the arrival, know to half an hour the time the letter bags would arrive in London and be delivered; would wait in town to receive them, and by the same post be enabled to send away their orders to the manufacturing districts. To know the amount of specie on board, would be equally important to the merchant and highly acceptable to the money market; would, in many instances, prevent heavy insurances being effected, and in a variety of ways prove most advantageous.

3. Camber improvements now in progress could be completed previous to the West India mails commencing running; and are capable of receiving and berthing vessels of their intended burthen. A post-office, with other suitable buildings, may be erected on the wharf; and the council of the borough are willing to extend the accommodation, so as to make them in every respect equal to the requirements of the steam packet company and post-office.

4. Quarantine Regulations. All ships arriving from foreign ports, and coming within the Wight, are by law required to proceed to the Motherbank to obtain pratique before they can land either mail bags or passengers. The Motherbank is five miles only from Portsmouth and 14 from Southampton, giving to Portsmouth the advantage of nine miles.

5. The railroad to Gosport is now in full progress, in fact, in a great state of forwardness, and will be completed previous to the West India packets commencing running, by which conveyance the letter bags may be sent to London in three hours and a half.

Portsmouth, 22 June 1840.

(signed) *Wm. Pierce*,
East India Shipping Agent at this port
20 years and upwards.

Joseph Proctor, corporation harbour-master for the port of Portsmouth, states, that he is well acquainted with the bar that runs across the harbour channel outside the Points, and he is decidedly of opinion that the said bar may be removed, wholly or partly, without any risk or danger to the harbour channel, and that then ships drawing 17 feet water may enter Portsmouth harbour at any time of tide.

Portsmouth, 21 June 1840.

(signed) *Joseph Proctor*.

Gentlemen,

Green-road, Southsea, 22 June 1840.

It is not my intention to trespass on your time by attempting to discuss professional points. The evidence you have already received on these questions, I hope has been such that any attempt on my part would only weaken its effects. The only port, I believe, in the Channel, as far as land communication is of importance, that can rival the port of Portsmouth, is Southampton: from thence, London, apparently may be reached 20 minutes in distance, or $10\frac{1}{2}$ miles, shorter than it can from Portsmouth, by the Gosport Railway. In reality, it is not so, as the train from Southampton would wait for the Gosport train at Bishopstoke; a steam vessel coming through the Needles when off Cowes, would be three miles further distance from Southampton than she would from Portsmouth, which is equal to the gain of $10\frac{1}{2}$ miles of railway: should it be night (particularly winter) when a steamer made the Isle of Wight, she would, rather than run the risk of the Needles of a dark night, make for St. Catherine's light, and Portsmouth, by the south end of the island; by this route, she would reach Portsmouth from two to three hours shorter time than Southampton; and should she come through the Needles, the narrow passage of Southampton-water in dark nights would be very hazardous. Again, the quarantine ground being so much nearer Portsmouth than Southampton would make a difference of three hours at least in favour of Portsmouth: again, there being a semaphore at Portsmouth, would be an incalculable advantage in communicating arrivals and sailings of packets; the Motherbank and Spithead being the rendezvous for West Indian and other shipping when wind-bound, Portsmouth would be a most desirable place for a packet station, because merchants going or coming by the packets would have easy communication with any ships lying at this roadstead: doubtless, all these points have been brought under your notice by persons capable of fully confirming them. The point to which I am desirous of claiming more particularly your notice is, that which I believe the most important of all, viz. that passengers and mails may at all times, and under all circumstances, be safely landed at Portsmouth: the only point that can be objected to at this port is the bar in the harbour-passage, which at low-water spring tides has only 14 feet water. By the accompanying sketch, it will be seen there is deep water inside the harbour-channel close to the shore, sufficient for steamers of 17 feet draught of water, nearly abreast of the fortifications of the town. A pier run out from Southsea beach near the reading-rooms; perhaps a chain pier would be best, it would not be required to be carried out more than about 40 yards to answer every purpose for landing and embarking, and if formed in the shape of a T, at the extremity there would be always a lee side; it may be objected that with a strong gale from the south-west (the only wind that could affect it) there would be much sea: I submit that from the protection the Isle of Wight affords, there is nothing like the sea on Southsea beach that there is at Brighton; the chain there is of very great extent, and it has resisted the effects of the sea for many years; it should also be remembered, it is only at low water it will be necessary to use the pier; let the gale be never so violent, the sea in the harbour channel where the water is deep is comparatively smooth at low water, from the circumstance of the shoals to windward preventing a heavy sea. I should beg to remark that it has long been contemplated by Government to remove the shoals that obstruct the inner channel along the shore: it may be done without any great outlay, as it is composed of loose shingle, and an excellent place to deposit it may be found by filling up the old morass which is close to it: deep water would then be obtained into the harbour. I would also remark, that supposing the storm to be so violent that a steamer is compelled to bring up at Spithead, (that would only occur with a south-south-west or westerly wind), these gales would always be a fair wind for small steamers or sailing vessels to run in with the passengers and mails. It is an attested fact, that for the last 10 years not one American or India ship has been delayed from landing passengers or mails a single day in consequence of the weather, although they always bring up at Spithead. I trust it is therefore evident, that steamers of the class intended for these packets may always safely land their passengers and mails at this port, which no other port in the Channel can do. Whatever may be said of Southampton, practical men are decidedly of opinion steamers of this class will never be able to get within two miles of the docks at low water. It will only be at low water (should the packets arrive at Portsmouth at that time, which must be but seldom) that the pier need be resorted to; at all other times, the camber will be made by the corporation to afford every facility for landing at all times of tide,

See Plan.

SKETCH OF ENTRANCE

TO

PORTSMOUTH HARBOUR.

SWASH LINE

SHIPS TRACK INTO HARBOUR

KINGS ROOMS

SOUTHERN FORT

PORTSMOUTH

The figures show the depth of water in feet.

tide, and being at the entrance of the harbour it will not at all interfere with the Queen's ships, being close to the floating-bridge, passengers and mails will be conveyed with facility to the Gosport railway. I trust it will be evident the Port of Portsmouth can afford the facilities required for making it the port from which passengers and mails may be embarked and disembarked for the West Indies or any other place.

To Admiral Sir J. Gordon, K.C.B. and
Gentlemen composing the
Mail Steam-packet Commission.

I have, &c.
(signed) *W. Stigant.*

William Lang, one of the Portsmouth committee, states, that his attention having been drawn some months since to the Royal West India Steam-packet Company, and believing that Portsmouth would be a most convenient station for their establishment, he had several interviews with Mr. Macqueen, who he had been induced to suppose was very principally concerned in the company's affairs; and he was distinctly and repeatedly assured by Mr. Macqueen, that before the company determined upon the port for their establishment, a survey and inquiries would be made into the capabilities and conveniences that each port afforded; and he was consequently very much surprised to find by the instructions to your committee, that the Royal West India Packet Company had applied to be established at Southampton.

Mr. Lang further states, that to show the capacity of the port of Portsmouth for conducting Her Majesty's service, that at the expedition to Walcheren, in 1809, the division of the army which was destined to besiege Flushing, was embarked at Portsmouth, and that that division, consisting of 17,000 men, was embarked between three and nine o'clock in the morning, without any loss or inconvenience whatever.

(signed) *W. Lang.*

Portsmouth, 21 June 1840.

Sir,

Portsmouth Dockyard, 22 June 1840.

IN reply to your letter of the 20th instant, relative to the accommodation which could be afforded in this harbour to steam-vessels employed in the packet service, I beg to state that Portsmouth harbour is not accessible at all times of tide for vessels drawing 17 feet water; there are periods of four days between each full and change, when vessels cannot pass the bar at low water, nor for two hours before and after low water; at all other times, a sufficient quantity of water could be found.

The Queen's harbour-master, whom I have consulted, is of opinion that sufficient accommodation can be afforded for three floating coal depôt-vessels in Porchester Lake, where there are none of Her Majesty's ships at present, and the steam-vessels might be lashed alongside of them during their stay; still the difficulty of not being able to get the vessels up the lake until two hours after low-water must be borne in mind; but the vessels might, in the meanwhile, hang on to a buoy in the harbour.

I have, &c.

Rear Admiral Sir J. A. Gordon, K.C.B.
&c. &c. &c.

(signed) *H. Bowyerie.*

I understand that in the investigation by the committee appointed to ascertain which is the most appropriate rendezvous for the intended mail steam-packets for the West Indies and elsewhere, the principal points for consideration are, 1st, Safety of arrival and departure; 2d, Convenience of communication with the metropolis; and 3d, Harbour accommodation. And being informed that the present inquiry is with reference to the port of Portsmouth, as compared with the other ports on the south coast of England, and that, as regards Falmouth and Plymouth, this distance from London is considered to be an objection paramount to all the advantages

they may otherwise possess, I shall confine my remarks to a comparison between those of Portsmouth and Southampton.

With regard to the arrival at either of these ports, I take it for granted that as saving of time will be a great object, the Needles, whether by day or by night, will if possible be the last land-fall; in which case there is, I believe, a trifling distance in favour of Southampton, and it has also the advantage of a large area of almost unincumbered and tranquil water from Calshot Castle to the town, and having a depth sufficient for the packets of about 200 fathoms in breadth throughout the whole length; but it appears to me that the shoals of the Brambles and Thorn form a very considerable intricacy of approach in stormy or foggy weather, and the navigation of this space being bounded by mud banks, in a fog or a gale would also present a difficulty; for should a packet ground at night, or in bad weather on the outer extremity, it would require a considerable space of time to obtain the mail from her. But the committee are aware that there are circumstances of weather, particularly at night in the winter, where it is impossible to make the Needles, notwithstanding the goodness of the lights, and I think I have sometimes experienced weather in the Channel when with the wind at s.s.w. to s.w. even a steamer, however great her steam power, might, by being embayed, be placed in a very perilous position, if, from the land not being exactly defined, she failed in making the passage. I therefore consider that it would frequently be imprudent to attempt to go through the Needles, in which case by going round the Isle of Wight, St. Catherine's would be the land-fall, and which being on a point could be approached with much greater safety*. St. Catherine's being made, and thence the Nab, the navigation to Portsmouth I consider would be rendered as simple and safe as that to any other port, by passing within the Nab, and a floating light being placed on the point of the elbow of the Horse Sand, and a rather strong gas light on the round tower at the entrance of the harbour (and perhaps it would be as well to place one also on Southsea Castle); but the difficulty of navigating to Southampton would be enhanced by the shoals lying between the Nab and the Brambles. In offering these opinions I must observe, that I am not personally well acquainted with the soundings to Portsmouth and Southampton, but they are expressed under the impression derived from general report, that there is never less than 18 feet of water in any part of the passage to Portsmouth Harbour. Wherever there are shoals there must be some degree of danger, but I believe as little in this case as in any other.

With regard to the second point, provided the packets were already established and in operation, the railway now completed to Southampton might be considered as a great advantage to that port, but as there is at present in course of construction, and which will be completed before the packets are ready, a branch railway from Bishopstoke to Gosport, making the distance only 10 miles, and the time only half an hour more from London to that town than from London to Southampton, and as there already exists a line of semaphores from London to Portsmouth, I cannot but think that the latter place will have decidedly preferable facilities of communication with London.

As regards harbour accommodation, it may be presumed that in a case of so great importance as that now under consideration, Government will afford every assistance consistent with the public service. I am told there are to be 15 packets, and I should suppose them to be thus divided, one-third part at home, one third abroad, and the other third at sea. Hence there would be required space in Portsmouth Harbour for five vessels. To this end I would submit that the convict hulks should be removed from Blockhouse Hole; this would certainly give ample space for three, and, considering there would always be one on the point of sailing, and another in the last stage of preparation for sailing, I would suggest that the former of these two should be at moorings, head and stern, inside the Britannia, and the latter moored, head and stern, near the timber-pound close to the Victory. This I mean as but a temporary arrangement, for when the camber docks are completed, with the intended sufficient depth of water, I imagine they will contain sufficient room for the whole number of vessels. But should the contemplated docks in Haslar Lake be constructed, there will be a large basin of, I believe, 30 acres for the express purpose of steamers, with an entrance close to Fort Monckton, which

* By this mode of arrival there would be an increase of distance of about 25 miles to Southampton, and of about 10 to Portsmouth.

which will comprise such facilities and advantages of access as cannot exist in any other port in the United Kingdom.

Since writing the above, I have been informed there is a bar extending across from Southsea Beach to the Spit Sand, but which, if correctly described to me, I should think might be easily removed.

(signed) *Thos. Dickinson,*
Captain R. N.

Portsmouth, 22 June 1840.

Sir,

Portsea, 22 June 1840.

SHOULD the accompanying facts tend in any measure to facilitate the investigation now in progress with regard to the superiority of the port of Portsmouth over that of Southampton as a steam-packet station, I have much pleasure in transmitting them to you for that purpose. In the month of November 1838, I came from Jersey in the *Atalanta* steam-packet to Southampton; we arrived within the Needles after a perfectly calm voyage about eight o'clock p. m., fully expecting to reach Southampton at half-past ten the same night; in this we were sadly disappointed; a fog having suddenly come on, the captain soon found it necessary to slacken the speed of the vessel, and ultimately finding it impossible to discover the entrance of Southampton river, we were compelled, much to our annoyance, to anchor for the night; in the morning we found ourselves off the entrance of the river; the fog having in some measure subsided, we again proceeded, but had not gone far up the river before we ran aground, in consequence of which upwards of an hour was occupied before we could get off; at length, however, we reached Southampton about half-past nine a. m.

In sending you this statement, I do so more particularly to show the impossibility of finding the entrance of the river under such circumstances, and even when entered by daylight the navigation is extremely intricate; at the same time, I must add the testimony of the crew employed in working the vessel, who declared that had Portsmouth been their destination they could have reached it with ease the same night. I may also state, that the *Lady de Saumarez*, Jersey and Southampton steam-packet, which left Jersey about the same time as the *Atalanta*, finding it impossible to discover the river, anchored also off Calshot for the night, and on proceeding in the morning would have run aground on nearly the same spot had she not seen the situation of our vessel.

I am, &c.

J. W. Williams, Esq. F. R. S.
Mayor of Portsmouth.

(signed) *Samuel Horsey, jun.*

STATEMENT of *Thomas Ellis Owen*, Civil Engineer at *Portsmouth*, with reference to the Advantages of that Port as the Steam-Packet Station.

THE branch railway to Gosport from the South Western line, the length of which is 87 miles, or 10 miles longer than from Southampton to London, is now in progress, and will be completed in May 1841. The mails will travel to London by this line in 3 $\frac{1}{4}$ hours.

Besides this railway to Gosport, plans have been deposited and notices given for applying to Parliament for an Eastern line of Railway from Portsmouth to London, which is intended to pass through Chichester, Arundel and Horsham, there to fall into a branch line from the Brighton railway. By this route the whole length from Portsmouth to London-bridge will be 78 miles, and as the gradients upon this line are highly favourable, that distance will be travelled in three hours with great ease. By means of this railway easy communication will be had between Portsmouth and the Naval Arsenals of Woolwich and Chatham, as well as to Dover by means of the South Eastern railway, which also runs into the Brighton line. A plan showing these several communications by railroad is made to accompany this statement.

When the packets arrive at Portsmouth, they may come to anchor on either side of the harbour, by obtaining permission from the Admiralty, there to remain until the tide serves for entering into a dock to be constructed for their accommodation. This dock may be formed in either of the three following places; namely,

67.

H

1st. In

1st. In the Mill Dam Pond, where a basin 1,200 feet long by 220 feet wide may be constructed, having an entrance through the Gun Wharf Canal.

2d. Similar accommodation may be obtained by forming a basin on the north side of the Old Gun Wharf, occupying an useless portion of the present tide-way.

3d. The corporation of Portsmouth have the means of constructing a floating dock in their camber, 300 feet long by 222 feet wide, by making an alteration in the plan of their works now in progress, under an Act of Parliament obtained during the last session.

The position of these severally proposed works is drawn on the plan of the Portsmouth Harbour accompanying this statement.

(signed) *Thomas E. Owen, c. z.*

Portsmouth, 17 June 1840.

Dear Sir,

I FIND, on reference to a table I kept, that the average rate of the *Prospero* (a Milford steam-packet), during 24 trips across the Irish Channel in November and December last, was eight knots; I should say, however, that this vessel has steam power of the number of horses equal to half her tonnage, which is an excess of power to that usually given to steamers (though not perhaps too much). I should also mention that of the whole distance of each trip, about 106 miles, 27 of them, viz. from the Bar to Waterford Quay, and from St. Ann's Head to Hobbs' Point, was always perfectly smooth, of course. The highest speed of the vessel was nine and a half knots, and in perfectly smooth water I do not think the wind had ever influence enough to reduce her to less than seven; we always made good that within the river or haven, after crossing the Channel at the rate of four or four and a half knots.

From this data, therefore, eight knots is too high an average for the speed of steamers at sea during the winter months.

52, Prince George's-street,
20 June.

I remain, &c.
(signed) *W. V. Reed.*

DARTMOUTH.

REASONS offered by the Inhabitants of *Dartmouth* in support of the Claims of that Port to be selected as a Steam-packet Station for the Arrival and Departure of Foreign Mails.

1st. THAT the harbour may be easily found by vessels coming in from sea. That the Start and Dartmouth Harbour lights will serve to point it out at night; and should any additional light, as suggested by Mr. Walker's Report (No. 1.) accompanying this, be found necessary, it will be provided.

2d. That the harbour is sufficiently deep and capacious for the reception of the largest steamers, and that it is perfectly safe, and admirably sheltered from the sea and wind.

3d. That steam-vessels could receive their supplies of fuel, fresh water, &c. &c. directly from the shore to the vessels with the greatest facility and despatch at the town.

4th. That the vessels might be moored above or below the town in perfect readiness to start at a moment's notice, at any time by night or by day, and at any time of tide.

5th. That the Dart river may be navigated by small iron steamers to Totness. That post horses or expresses can be sent off from Dartmouth by land at any hour whatever.

6th. That if time as well as space be involved, Government despatches might be landed and conveyed to London in 11 hours, when the Great Western Railroad shall have been completed to Bridgwater, viz.; first to Bridgwater, by coach, seven hours, thence to London, by railroad, in four.

7th. As our heaviest gales and highest seas are from the s. w., steam-vessels, and indeed all vessels, might take shelter in Start Bay, by means of the light on the

the Start Point, and still have Dartmouth Harbour to leeward of them, which at all times of tide lies open to receive them.

8th. Supplies of provisions of all kinds are to be had in abundance at Dartmouth, and facilities exist in the town for making good the defects of ships. Fresh water may be conveyed on board the ships in hoses, and their boilers filled therewith at the jetty.

9th. There are extensive shipwrights' premises with slips, and a dry dock on the shores of the Dart at the town. The dry dock is one of the longest in the kingdom, and is well adapted for steamers, as may be seen by the plan and dimensions herewith transmitted. It will be seen that the level of high tides in the dock is so near to the level of the dockyard that the paddle-boxes of large steamers will pass over the entrance of the dock, whereby all difficulty will be avoided.

10th. There is at present a depth of 18 feet of water only 90 feet off the New Ground Quay, and steamers might have a piled jetty (which the inhabitants are ready to erect at their own expense) from these quays, where they might arrive or depart at low-water spring-tides. There are various stores and depôts for coals, which could be immediately had, and also vacant ground adjoining the quays for the erection of others if found necessary.

11th. With regard to land communication, they have to remark that the road from Dartmouth to Exeter is an excellent turnpike road, and measures 30 miles.

12th. That the distance from Ushant lighthouse to the inside of Dartmouth Harbour is 126 miles, and to Plymouth citadel 120; thus showing that Dartmouth being 12 miles nearer Exeter than Plymouth, has an advantage over the latter in distance of seven miles.

There are several commodious premises adjacent to the quays, which could be immediately obtained for the use of the Post-office department. It may be also right to add, that there is a full customs establishment at Dartmouth; that it is a quarantine port, with a regularly appointed medical officer, and that it is the head quarters of the coast guard district, and that the existing port charges are only 1 s. per vessel per voyage.

With these remarks are submitted the following documents, viz. :

1st. Copy of the memorial to the Treasury, praying to have Dartmouth included in the survey.

2d. Charts of the harbour and its approaches, &c.

3d. Plan and dimensions of shipwrights' yards, slips and dry dock.

4th. Reports of Mr. Walker, Her Majesty's harbour-master at Plymouth, on the fitness of Dartmouth for a packet station.

It may be further remarked, that the population of Dartmouth is about 6,000 souls, and that there are the following artificers, &c. viz. :

A chain-cable manufactory.

Three anchor-smiths' shops, where anchors are made.

About 120 shipwrights and caulkers.

100 joiners and carpenters.

20 painters.

3 sailmakers.

2 rope manufacturers.

2 smith's shops.

Biscuit bakers, &c.

(signed)	<i>John Bulley, Mayor,</i>	} On behalf of the Inhabitants of Dartmouth.
	<i>Henry Letherbridge, Alderman,</i>	
	<i>Joseph Wills, Councillor,</i>	

Sir,

Dartmouth, 24 June 1840.

HAVING been directed by the Navy Board, in 1828, to survey the harbour of Dartmouth, for the information of a Committee of the House of Commons, and having also had some experience in the neighbourhood of your port, I have pleasure in complying with your request to give, in writing, my opinion of the merits of Dartmouth to be regarded as a fit place for the arrivals or departures of steam-vessels appointed to convey the foreign mails.

It is my opinion that steamers arriving from abroad would have little difficulty in making the Eddystone or Start, either by day or by night, and that after leaving these lights the harbour light of Dartmouth might be approached, and all danger of entering avoided, if another light be placed so as to lead a vessel in clear of the Homestone.

The harbour itself is one of the best on the coast; there are no shoals in it between the castle and the upper part of the town; its entrance is 120 fathoms wide, and its depth is sufficient for any description of vessels whatever.

The high lands on each side rendered it in some measure objectionable for sailing vessels by reason of the eddy winds blowing among the hills, but these lands shelter the harbour in storms, and render Dartmouth remarkably snug and safe for steam-vessels.

I have ascertained that the water near the quays at the new ground is deep enough to permit steamers drawing 18 feet water to approach within 80 or 90 feet of the pier; and that a few piles driven into the mud would complete a communication between the vessels and the shore, so that coals, water, &c. would be put on board with great facility, and at a part where the vessels might approach by steam without turning round.

There is deep water close to the shore below the town where large vessels might lie moored head and stern, and might start from their moorings at once without requiring the aid of hawsers; here the vessels would be placed in smooth water, and in perfect security.

Dartmouth offers facilities for building and repairing ships; it has many slips, and a dry dock longer than any dock in Her Majesty's dockyards. This dock is well adapted for steam-vessels; the perfect smoothness of the water in the harbour is such, that the dockyard is only one foot above the level of spring tides, so that the sponsons and paddleboxes of steamers would pass over the entrance, which is 42 feet wide at the Gates.

The town too has a custom-house, and a quarantine medical officer. The country is highly fertile, and supplies of provisions abundant. There is good anchorage in the Range and also in Start Bay. I mention these circumstances to show that Dartmouth has external anchorages, although steam-vessels might not require them. On the whole it is my opinion that Dartmouth is well adapted as a rendezvous for steam-vessels.

To the Worshipful
The Mayor of Dartmouth.

I am, &c.
(signed) *William Walker*,
Queen's Harbour-master at Plymouth.

Sir,

Dartmouth, 25 June 1840.

ON sounding the Dart this morning abreast of the dockyard, I find that steam-vessels drawing 17 or 18 feet could approach the shore, and receive their supplies of coals or water with more facility than at the new ground alluded to in my communication.

There is room for depôts for coals, &c. on the premises (which extend 1,500 feet along the bank of the Dart), where the vessels could approach within 50 feet of the present quays at low water spring tides.

The stream of fresh water which gave motion to the machinery for pumping the dock may be conveyed into the ships by hoses to clean or fill their boilers, and I think sufficient space may be found for depositing all the stores that might be required at a steam-packet depôt.

There would be no difficulty in going either up or down the river from this place; and it would be more desirable for the general trade of the place that large steamers should be moored above, rather than abreast of or below the town.

The Mayor of Dartmouth.

I am, &c.
(signed) *William Walker*,
Queen's Harbour-master at Plymouth.

REMARKS on the Harbour of Dartmouth.

IN offering any remarks on the subject of the Harbour of Dartmouth as fitted for a packet station for steam-vessels, it must be borne in mind that I am not a sailor, that all the knowledge to which I can pretend is the result of observations from

from the shore, from sailing in and out of the harbour in my boats, and from the conversation of nautical men, over a space of nearly 50 years.

That the following observations may be better understood, I call the space from Blackstone to Kettle Point, the Range; from thence to One Gun Point, the Narrows; from One Gun Point to the Old Castle at Bearscove, the Bight; from thence to the north, the Harbour.

Taking first the approach from sea, I suppose it can be as easily found as any other place. With such a direction-post as the Eddystone, if a ship is driven too far to the westward, and as the Start Point when in the right course, no one who understands a chart can fail to find the entrance. At night the lights on those places are a sure guide. But, for greater convenience, another light of a less expensive character might be so placed on the eastern side of the Range, that it might be a guide both for the approach towards the Range, and for the entrance into it.

It might be so placed outside Kingswear Castle, that a vessel coming from the westward, giving the Skerries a fair berth, and running upon the light, would be far to the eastward of the Home and Blackstones, and would enter the Range between the latter and the foul ground of the Ledge; so that the largest vessel that swims would enter with the greatest safety in the heaviest gale, and it might of course be made as good a guide by day.

When the vessel is arrived at the entrance between Compass Point and the Outer Froward, the ground is as clear as before; there is neither rock nor shoal to cause alarm, the whole course from thence through the Range being in water above seven fathoms, and after passing into the Narrows, ranging as deep as nine, ten, and twelve, through the Bight, and decreasing only to six till she has passed the New Ground. This depth of water, and freedom from rocks and shoals, enables a steam-vessel to get under weigh at all times of the tide, and at the shortest notice. So that unless it blew a hurricane, against which a vessel could not steam, a packet would be as certain to come in and land her mail and passengers, or embark them and proceed to sea, as a mail coach from the Post-office.

I do not presume to say, that if the weather was so thick or foggy that a man would not dare to approach the land, that he would be more secure against knocking out his brains against the rocks here, than he would be in coming upon any other part of the coast; but when a man can avail himself of his eyes, there is not a place which can be more safely approached; and I have found a mail coach quite as inconvenient a machine in a fog in November, about London, as any steam-boats could be under the worst circumstances; though I believe, from what I have heard, that real fogs are less frequent upon this part of the coast than to the eastward of Portland; a real fog seldom visits us, and, probably, from the absence of rivers in large flat vallies, they are not generated here, Devonshire being peculiarly undulating. However hard a gale may blow, the moment a vessel gets into the Bight she may moor with perfect safety; although she would, probably, for convenience, pass up into the harbour, as she would then be sheltered from the wind.

I will illustrate this by a fact. A very severe gale from a little west of south, drew me to the Castle; a brig was coming in by the Blackstone; she was under close-reefed foresail and main-topsail; as she approached the space opposite the Inner Froward Point three successive seas crossed the whole Range; one of these passed her, on the second striking her she came to to the eastward a little, but got before the sea again immediately and ran in by us. The wind was then so strong that three men could scarcely hold me on the wall of the fort whilst I made a signal to the brig with my hat. On my return into the town the agent introduced me to the master; he said, "The sea across the Range was so great that he believed that he had mistaken the place, as it there appeared to be a bar-harbour; that he had his deck full of timber, and when the sea struck her a man fell overboard and caused the confusion we had seen, but they pulled him in again." I asked where he was moored; he answered, "that he had not bent any cable; that he ran in, and the pilot had placed his vessel safely upon the mud just above the New Ground." Here, then, we have an instance of the most severe gale that I remember, when a vessel ran in without an anchor to let go, and found the water so still that she was safely laid upon the mud half way up the harbour.

The heavy sea which I have noticed in the Range may be accounted for by the ebb tide. Since I have resided on the eastern entrance I have frequently found it blowing

blowing dreadfully in the night, and in the morning have seen the sea running very high just at the outside of the Narrows. I have gone with my pencil after breakfast to make a drawing, the sea has comparatively disappeared; and experience has since taught me, that the moment the tide begins to slacken, the seas in the Range, which before showed occasionally breaking tops, go down; and a circumstance which arose on the day to which I have alluded proved that, at the time the seas appeared so heavy, the tide was running hard against them; indeed, from the Narrows to the outside Blackstone its course may be traced, in a moderate breeze blowing into the harbour, most accurately, if attended to, from the cliff. Hence it may be inferred, that if it should blow the heaviest gale when a packet was to sail, she could go out the moment the tide was slack, or ordinarily (when she would get round the Start Point) even during the ebb, at the risk only of a wet jacket.

The stillness of the harbour when there is a heavy sea in the Range is equally advantageous to the fitting out or repairing of vessels which do not require to go into a dry dock, as to the landing and embarking passengers, there is not any motion of the water to oppose either the one or the other. Boats can always go off and on to the vessels except the wind overblows; a boat may be blown away, but cannot be hurt by any sea, so as to render the operation of moving passengers, in the slightest degree dangerous; but if it be more desirable to land at once out of the vessel by the side of a jetty, if the New Ground be carried out a little further into the river, a steam-vessel may lay alongside at all times of the tide. For the ordinary purpose of examining the bottom of a vessel, a hard may be formed above or below the New Ground, or a slip (like the graving-slips in the dock-yards) may be constructed on the north side of the New Ground, fitting for any purpose that may be required: with a tide which rises from 16 to 18 feet, I conceive little difficulty can be found for any operation of this sort.

As to the local situation of the port, whether it refers to the internal state of the town at present or its happy connexion with the interior of the kingdom, its situation for a packet station is peculiarly fortunate.

There is not any trade or manufacture on shore that could in the slightest degree incommode passengers arriving to embark, or landing from the sea; neither are there any number of vessels belonging to the place that could in the slightest degree interrupt the free passage of the packets: the chief shipping being employed in coasting, and bringing coals and culm from South Wales, with which parts of the country there is a constant communication, as well as with Newcastle and Sunderland. In fact, the place would be entirely dedicated to this object, if packets were stationed here, and local accommodation would be added to that which at present exists as fast as the necessity would arise.

The building yards of Sir J. Seale would be again in requisition; room would be found for such tradesmen as the exigencies of the establishment would require; the markets would be improved as the demand would increase. There is not any want of means of produce in the fertile district which surrounds it, if a demand was created which would encourage the grower to raise it.

As to its connexion with the rest of the kingdom, the map of England will show that it is peculiarly well situated, and inferior to no port in the English Channel. The city of Exeter, the metropolis of the west, distant only 32 miles of good road, stands at the angle of the main roads to all parts of the kingdom, whether the passenger would go eastward to London, or to or through Bristol or Bath to the north of England, Scotland, Wales or Ireland.

At this time a near connexion of my own is at Taunton, laying out that portion of the Bristol and Exeter railroad which is to reach that place. The part of the road which extends to Bridgewater is nearly completed; and when finished, the little harbour of Axmouth, by Weston-super-Mare in the Bristol Channel, rather more than 20 miles on this side of Bristol, will be formed into the main packet-station for Wales, and I conceive for Ireland also, saving the voyage above Weston by the Severn, and the whole by the Avon, and will be distant by the railroad, when completed to Exeter, scarcely two hours from that city. By this road all persons coming from or through Wales, or the north-west side of the kingdom, will travel to Exeter, and passengers by it from London will reach Taunton in less than six hours. There are then about 30 miles to Exeter, and 32 to this place. If this was made a packet station, fast coaches and the mail from Taunton will then reach Dartmouth in 13 hours from London, and in less than nine hours from Bristol; and when the railroad is open to Exeter, the time would be proportionably shorter.

But

But even as matters now stand, the mail, I believe, reaches Exeter in 16 hours; between three or four more would place the passengers on board the packets: so that I am not aware of any port in this Channel through which a vessel could land her passengers or mails for London, consistent with general safety, or embark them, and get to the westward, sooner than through this port.

For example, suppose two packets entering the Channel together, the one coming here and landing her mail, the other at a port to be named; taking an average of times, is there any port through which it can be done quicker, leaving the peculiar safety and convenience of the place as a home for shipping out of the question?

Or if two sets of bags were despatched from the Post-office through this and another port, allowing an average of times and seasons, which would be the soonest clear of the Channel?

Taking these points, then, with the facilities of getting in and out at all times, and the other requisites, is there a more convenient place for such a station to be found in the kingdom?

If free egress and regress, a secure harbour, smooth water to land in, and to form the home for the shipping, no interruption from trade, a fertile district for supplies, a ready communication long established through Exeter to every part of the kingdom, and this daily improving as the railroad approaches it, be requisite for the purpose, they are to be found here, and may answer the question.

A short account of the ancient history of our port will show in what estimation it was held, when safety of approach and security of roadstead was, from the little knowledge of navigation, a matter of much more importance than at present. I will go back only 500 years. At the siege of Calais, when taken by Edward the Third in 1347, upwards of 700 sail of vessels were present; of these this place sent the greatest number save two; Yarmouth and Fowey exceeded it a little; our quota was 31 ships and 770 men.

In 1403 a fleet from Bretagne burnt Plymouth, which insult was avenged by the neighbourhood. Dartmouth sent with it and other places ships to the coast of Bretagne, burnt Penmarle and 40 ships, destroyed others, and brought as many away, with much booty.

In 1404 the Lord de Castel, Admiral of Bretagne, made another attempt on our coast with a powerful fleet and army, and landed to destroy Dartmouth, as they had served Plymouth, but his forces met with such resistance that the invading army was driven back to the fleet, 400 men were killed, and 200 made prisoners, amongst whom was the Lord de Castel and other distinguished persons.

In 1408 Mr. Hawley died in Dartmouth, who during his life was so great a shipowner that these lines were written upon him:

“Blow the wind high, or blow the wind low,
It bloweth fair to Hawley’s Hoe.”

He was buried in the middle of the chancel, where his monument recounts that it (the chancel) was built at his own expense. We may fairly believe, that at this period of our history Dartmouth was the first shipping port in the Channel, and we have this further evidence of it, that the poet Chaucer, who lived at the time of Hawley, in his *Canterbury Tale*, makes his Shipman a Dartmouth man; and as Chaucer had not any known connexion with this county, he probably took the hero of his tale from the spot most likely to produce the best; he says,

“A shipman was there y^e woned far by west,
For ought I wote he was of Dartemouth.”

I shall not quote his whole description of him, as it is probably known to the Commissioners.

In 1585 Davis fitted out the first expedition to the North Pole at this place. Dartmouth was then connected with the Newfoundland fishery, and maintained the greatest number of ships in that trade until its unfortunate destruction as a home fishery. I can myself remember a very considerable fleet fitted every year for the Banks of Newfoundland, although the American war had thinned the number. Sixty years ago there were 150 sail from hence; and I remember that when the late Sir Thomas Louis was appointed to the *Minotaur*, we sent him nearly half his ship’s company.

Change of times has given a new direction to that trade; the island has been made a colony, the fishermen are now residents. Newcomen, who was a Dartmouth man, by his invention of the steam-engine in 1705, has driven every thing

to the coal fields ; manufactures have fled to the north, commerce has naturally followed it. Bristol by her coals is reviving, and activity shows itself again in other shapes than in sugar hogsheads. The local advantages for shipping which Dartmouth possessed have, under these changes, been rendered useless from the want of a back country to employ them ; but the harbour is as good to-day as in 1404 or 1780 ; and if facilities of approach, safety of roadstead and good communication with the land side be together an object of importance, let the spirit of Newcomen, if it be allowed to visit the haunts of his human existence, see the fruits of his ingenious mind shed upon the place of his nativity, by reviving in the character of steam-packets that communication with the transatlantic world for which, in the more rude state of navigation, this place was so peculiarly conspicuous ; when Dartmouth may be again made as valuable to our country as it must have been through the many centuries to which I have referred.

Brookhide, 29 June 1840.

A. H. Holdsworth.

P. S.—If there are mistakes I must be excused ; time will not allow me to correct them as I could have wished.

Sir,

Paignton, 28 July 1840.

I BEG to inform you I waited upon the surveyor, Mr. Tucker, to obtain the correct route of the new line of road from Dartmouth to Exeter, and you will please to observe by the inclosed sketch I received from him, that the new line of road is not yet complete ; but he states part of the line will be opened by September, leaving the three furlongs unfinished for a month or two ; and he further states the whole distance from Dartmouth to Exeter will not exceed thirty miles.

I am, &c.

George Stow, Esq. &c. &c.

(signed) *Jas. B. Godfrey.*

Dartmouth Harbour is about ten miles from the Start Point, and at night the lights are unerring guides.

On arriving at the entrance there is nothing to bring a vessel up, nor is there any bar.

In the Range outside there are 7 fathoms ; in the entrance 9 to 12 fathoms ; in the harbour it shoals to 6 fathoms.

There is room for a large fleet. The tide rises 16 to 18 feet at the springs. There are building yards for ships of any size ; a dry dock, storehouses, numerous warehouses, and a long range of quays.

There is no longer any trade at Dartmouth, except in coals from Wales and the north of England ; and it is four miles from Torbay, and 100 miles westward of Southampton.

Passengers from Bristol, Birmingham, Liverpool, Glasgow, Scotland, and the north of England, will shortly travel the whole distance to Dartmouth by railroad, except the last 30 miles from Exeter.

Passengers from Ireland and Wales landing at Ilfracombe, where the packets now touch, will have sixty miles only to travel.

Passengers from Havre will be about five hours more in going to Dartmouth than Southampton. There are packets from Portsmouth and Southampton twice a week to Dartmouth.

When the Great Western and Bristol and Exeter railroads are completed, Dartmouth will be twelve hours from London.

The fertility of the country for supplies of all kinds, the ample accommodation in the town and harbour, with the facility of embarking and landing passengers upon the quay at all times of tide, the absence of trade and shipping, the ready approach and entrance with free egress at all times, perfect security in the heaviest gales, with smooth water to form a home for shipping, and ready communication to every part of the three kingdoms, recommend Dartmouth as peculiarly calculated for a steam-packet station.

From *G. H. Curther*, Esq. of 15, Norfolk-street, Park-lane, a landed proprietor in that part of Devonshire, but not in the immediate neighbourhood of Dartmouth.

28 July 1840.

PLYMOUTH.

THE advantages of the patent floating breakwater in many situations, compared with stone walls, must be obvious ; it does not, like unyielding bodies, endanger the anchorage by altering the course of the tide or set of the sea, and by occasioning the formation of spits and sand-banks, caused by stone breakwaters, which impede the ground tides ; it is also applicable for piers in many of our harbours. The estimate for building stone breakwaters cannot always be depended upon, owing to the destruction of part of the work during the progress of its formation, evidenced at Plymouth, where 3,000,000*l.* have been expended, and there has been, and continues to be, an additional expenditure of nearly 10,000*l.* per annum, showing the enormous outlay beyond the estimate, and it has been in hand 28 years.

Calculation of the impetus of the sea upon a section 60 feet long, 27 deep, and 25 wide, the part above the line of flotation 9 feet. The number of superficial feet, calculating at 60 feet, is 540 feet. A lateral pressure of 144 lbs. on every foot is allowed for the force of the sea ; a great deal of water is forced through the breakwater, therefore 47 lbs. are deducted from 144 lbs. leaving the actual force 97 lbs. ; 540 feet multiplied by 97 lbs. gives 52,380 lbs. of water, equalling the heaviest striking force of the sea. Taking the power of the wind at 18 lbs. to a superficial foot, 540 feet multiplied by 18 lbs. gives 9,721 lbs. for the force of the wind ; allowing 5,000 lbs. for the power of the tide, then 52,380 + 9,721 + 5,000 are 67,101 lbs. for the whole of the acting force upon the broadside ; but as the breakwater is moored obliquely to the sea by timber moorings connected with this plan, the amount of force is in proportion to the angle of resistance ; the portion immersed is 18 feet deep by 25 feet wide, so that the sea has to push the floating body before it, which offers nearly thrice the resistance to the momentum of its velocity upon the nine feet above the line of flotation.

Sir,

You will herewith receive what I conceive may be the greatest force, to which a section of your breakwater of 60 feet would be exposed when properly moored. You might further remark that the under tow which exists in all bays and creeks into which the sea enters, would ease in a considerable degree the riding of the breakwater.

I am, &c.

Bovisand, 15 May 1840.

(signed) *William Walker*, Harbour-master.

Calculation upon a section 60 feet in length would therefore stand as follows :—

Area of part immersed 1,080 feet.	<i>lbs.</i>
Exposed to a tide at 3 feet per second, exerting force 14 lbs. per foot	15,120
Exposed to a wave exerting a force of 25 lbs. on each superficial foot	27,000
Area of part above water = 540 feet, exposed to a wind at 24 lbs. per foot	12,960
Total amount of forces of winds, waves, and tides	55,080

It is not probable that these three agencies could act upon the breakwater simultaneously ; however, we have allowed what appears to be the maximum of resistance which the breakwater would have to surmount, in order to maintain its position in a storm.

Sir,

So far as I can think, the above should be a fair computation of the resistance which your breakwater would oppose.

Yours, &c.

(signed) *James Henderson*, Master Attendant.

You estimate the resistance at 97 lbs. per square foot, which I consider regarding the building as far too much ; take 48 for the lateral resistance, which multiplied by 540 = 25,920 + 13,297 = 39,217, viz. the accumulated force of the wind and the sea.

The above calculations are much under Capt. Tayler's. The pressure upon light vessels which are moored securely, it will be easily proved by any one who will take the trouble to compare it, is double that which can act on the floating breakwater.

Rear Admiral Sir J. A. Gordon,
&c. &c. &c.

With Capt. Tayler's compliments.

THE STATEMENT of *William Saunders*, of *Plymouth*.

I HAVE been agent for the Dublin Steam Companies eight years, whose vessels, from 500 to 800 tons burthen, drawing 12 to 14 feet water, have during this period and before, come weekly to this port, discharged and taken in cargo and passengers, and received their principal supply of coals. During this time I have known many instances of their requiring repairs to their machinery and hull, when it has been efficiently and promptly done. These vessels have on all occasions anchored in the part of this port called Catwater, to which place I have never known them prevented going for want of water; they constantly go in and out from said water by night as well as day, and when at anchor are perfectly safe, and but a few minutes' pull at most from the shore. Fuel can be obtained as cheap as at any, and cheaper than at most ports in this channel. Besides Catwater, I consider from observation, the mail packets might anchor with safety between the island and main, and in Stonehouse pool, from which places the mails may at all times be landed without any delay, but when the intended pier is built at Millbay, that I believe will be the most eligible place in the port, and where I expect such vessels will naturally go. Referring again to Catwater, I believe the only objection that can be raised against it is its narrowness; this I apprehend, to those who are accustomed to navigate steam vessels up and down the river Thames, will be of little weight indeed, more especially if vessels were prevented dropping their anchors immediately in the channel, and in fact wherever they please. The average time occupied by the steamers to and from London is about 36 hours. The steamers even in winter arrive with great regularity.

The steam vessels referred to above, have from 220 to 250 horses power. The average passage to and from Dublin is 36 hours, to and from Falmouth five hours. I consider there is room for three coal depots of large size, more than is now laid down in Catwater; the one used by the companies I represent contains 1,200 tons coals, and is moored at the head and stern.

(signed) *William Saunders*.

THE STATEMENT of *Mr. Richard Eddy*, Pilot, taken 29 June 1840.

I AM a first-class pilot for the port of Plymouth, and have acted in that capacity for 30 years past. The approach to the port of Plymouth from sea is, in my opinion, excellent, being free from all rapid currents, banks, shoals, except a small shoal of no importance, distant about a cable and a half's length from the shore off the Penlee Point, called the Dray Stone; and except another small shoal called the Tinker, near the eastern entrance of the Breakwater. Independent of those small shoals, the whole of the navigation into the Sound is perfectly free and open. The Sound is a capital harbour, with fine anchorage, but little tide, and perfectly safe in all weather. Communication to the land may always be kept up with the Sound, unless the gale is a very terrific one.

Catwater is an excellent and safe roadstead in all weather, and has at the lowest spring-tide a channel of at least from 15 to 16 feet of water. The small shoal in the way to Catwater, called the Mallard, is easily avoided.

The roadstead between the island and the main is perfectly safe in every wind, with water at least from four to four and a half fathoms deep.

Mill Bay would be an admirable roadstead, safe in all winds, and deep water without a pier, if moorings were laid down there.

Free communication with the shore can be kept up from Catwater, between the island and the main and Mill Bay, at all times and in all weather, unless the gale be such that there would be impossibility of landing from any port in England.

In

In the cases of heavy mist, I consider that the roadsteads in the port of Plymouth can be more easily approached than those of any other port with which I am acquainted. I should think a vessel might safely lie under the Breakwater, alongside which a ship could lie and take in coals. There is less fog about this port than off the smaller ports, so far as I can judge.

(signed) *Richard Eddy.*

THE STATEMENT of Captain *John Monday*, R. N.

IN order to ascertain fairly the comparative distances of the different ports that have been named for the consideration of the Commissioners appointed to select the most eligible port for the steam vessels to embark and land the mails to and from the West Indies, &c., I have taken a certain point, viz. latitude 49° N. and longitude 6° W., from which it appears that the course is about N. E. by N., 74 miles to the Manacles, and from thence to the anchorage and then to Falmouth is about 10 miles more, making 84 miles.

From the above given point to the Eddystone lighthouse the course is about N. E., 99 miles, and from thence to the anchorage between the island and the main, Plymouth is about 12 miles more, making 111 miles; from which take 84 miles, the distance to Falmouth, leaves 27 miles in favour of Falmouth; and, by allowing an average rate of eight miles per hour, it will give 3 hours 22 minutes in favour of Falmouth by sea; but, as it appears that the mail time from Falmouth to Plymouth is 7 hours 53 minutes, that will give 4 hours 31 minutes in favour of Plymouth.

From the above given point to the Needles light the course is about N. E. by E. $\frac{1}{4}$ E. 200 miles, and from thence to Southampton is about 22 miles, making 222 miles, from which take 111 miles, the distance to Plymouth, leaves 111 miles in favour of Plymouth by sea, which, at the rate of eight miles per hour, will give 13 hours 52 minutes in favour of Plymouth; and as it appears that the mail time from Plymouth to London (when the railroad is complete to Bridgewater) will be about 13 hours; and as it appears the mail time from Southampton is three hours, that, added to 13 hours 52 minutes in favour of Plymouth by sea, makes 16 hours 52 minutes, from which take 13 hours, the mail time from Plymouth to London, gives 3 hours 52 minutes in favour of Plymouth; and it must be observed, that in calculating the time that would be occupied in running the difference of distance to Southampton, no allowance has been made for adverse tides that would be met with in going through the Needles passage, which run from three and four to five miles an hour.

From the before-mentioned given point to Dunnose the course is about N. E. by E. $\frac{1}{4}$ E., 207 miles, and from thence to Portsmouth is about 15 miles, making 222 miles, that being the same distance as Southampton; consequently gives the same time in favour of Plymouth, viz. 13 hours 52 minutes; and if we allow the same for the mail to London as Southampton, viz. three hours, the result will be the same, viz. 3 hours 52 minutes in favour of Plymouth.

From the before-mentioned given point to the Start the course is about N. E. $\frac{1}{4}$ E., 117 miles, and from thence to Dartmouth nine miles, making 126 miles; from which take 111 miles, the distance to Plymouth, leaves 15 miles in favour of Plymouth by sea, which, at the rate of eight miles an hour, will give 1 hour 52 minutes in favour of Plymouth.

The port of Plymouth possesses every facility for the accommodation of large steam vessels, it being accessible at all times of the tide, never having less than four fathoms at low spring ebbs; and when the Mill Bay Pier is erected, they will be able to lie alongside the pier in from three to four fathoms of water at low spring ebbs also.

It is also a port that vessels may enter and depart from either by night or day with the greatest ease and safety, having good lights by night and easily distinguished by day, and the navigation not all intricate, and even in thick weather the Eddystone may be approached by the soundings with safety.

It is also a very commodious port, having plenty of room for the accommodation of large steamers; the anchorages between Drake's Island and the main and inside the bridge are admirably adapted for laying down moorings for them to ride at; it also possesses the capability for winding of steamers, and they might run in between the island and main and get so near the shore, that the mails and pas-

sengers might land with ease in Mill Bay even in blowing weather, and before the pier about to be built is erected. In coming to those anchorages there are no strong tides, currents, or races to be met with, either within or outside the breakwater; neither is Plymouth so subject to fogs as some ports are; steam vessels of a large class may and frequently do run into Catwater and anchor in four fathoms low spring ebbs, just within the Batten Point, from whence mails and passengers could easily be landed or embarked on the Barbican Pier, or they might run up Catwater and lay off Turnchapel, where there is from five and six to seven and eight fathoms at low spring ebbs; the shoalest water in running up is 15 feet at low water spring tides; and off Turnchapel is an excellent place for a coal depôt to lay, or depôts might lay close within the bridge under Mount Edgecumbe.

(signed) *John Monday, Capt. R. N.*

THE STATEMENT of Captain *John Monday, R. N.*

AND as it appears that Bristol is a competing port, I have taken another point from which to show its comparative distance, viz. the south-eastern point, at St. Mary's, one of the western islands, from which I find the course is N. 46 degrees, E. 1,232 miles, and from thence to Bristol is about 85 miles, making 1,317 miles. From the above island to the Eddystone the course is N. 48 degrees, E. 1,189 miles, and from thence to Plymouth 12 miles, making 1,201 miles, which taken from 1,317 miles, the distance to Bristol, leaves 116 miles in favour of Plymouth, which by allowing eight miles an hour, gives 14 hours 30 minutes in favour of Plymouth by sea; and as it appears that the mail time from Bristol to London, when the railway is complete to that port, will be 4 hours, that added to 14 hours 13 minutes in favour of Plymouth by sea, makes 18 hours 30 minutes, from which take 13 hours, the mail time from Plymouth, leaves 5 hours 30 minutes in favour of Plymouth.

(signed) *John Monday, Capt. R. N.*

THE STATEMENT of Lieutenant *John Dawe Haswell, R. N.*

I HAVE had 20 years' experience in the command of merchant vessels employed in the coasting trade, and five years' cruising off Burt, and in the British Channel.

In taking a vessel from her voyage on entering the Channel, it is customary to make the Lizard Point, both for dispatch and to certify her exact position, that in case the night be dark, or weather foggy, she may run in safety up Channel, and there being no other headland that possesses such advantages for such purpose as the Lizard, from which a vessel may be steered direct to any port in the Channel. The first harbour after passing it is Falmouth; in the night or fog dangerous of access, from the Manacles Rock, which lies in a direct line with it, and also a rock lying midway between the two points forming its entrance. I have known cases where vessels have been obliged to lay by until daylight, or in day until the fog cleared away; and when in the harbour vessels of such draft of water as the intended packets must lay in Carrick Road, as the shore by them can only be approached at high water.

The next harbour, Fowey, is a blind one to make in the day, and not at all accessible by such vessels in the night.

Plymouth harbour is the third in the Channel, and the first of importance in every sense. Its approach is perfectly clear from danger, having the Eddystone and Breakwater lights to run for, and between, having made the one or the other the port may be entered by night or day, clear or foggy (if not of that dense nature that would preclude seeing the vessel's length). Having rounded the Breakwater, which can be done in the most tempestuous weather by the least experienced mariner, there being no danger in the way, no strong set of tide or current rocks or shoals to cause accident or loss. The Breakwater gives a splendid outer harbour to the port of Plymouth, clear from rocks or shoals, possessing the firmest holding ground, and completely sheltered from the violence of the sea. I conceive nothing can cause the loss of a vessel here but bad tackle, or sheer neglect,

neglect, or one of those violent visitations of Providence which no human foresight can guard against. After gaining the outer harbour, the steam packets carrying the mails, which I understand draw about 15 feet of water, may proceed either to Stonehouse Pool, between the island and the main, or into Catwater, for the purpose of landing the mail and replenishing her stores, either of which places have a sufficient depth of water, are perfectly safe and approachable, and from each of which the mails and passengers can with ease be landed at all times and tides.

But when the pier in Mill Bay is built, then of all ports or places it will be the most commodious and safe; the passengers being enabled to walk on shore at all times of tide, and the stores replenished as easily and well as if lying in the London Dock. From the height and dryness of the land at Plymouth, fogs are never so dense or last so long as further up Channel.

Plymouth, 30 June 1840.

(signed) J. D. Haswell.

STATEMENT of Lieut. W. H. Symons, of Plymouth, in the County of Devon.

I HAVE commanded Government steamers for six years, part of which time I was stationed at Plymouth, Portsmouth, and the Mediterranean; running between Malta, Greece, and Constantinople, and carrying mails between Falmouth and Corfu.

During my station at Plymouth I was employed towing vessels in and out of the harbour, and general service between Portsmouth and Falmouth, and taking the mails to Malta and Corfu, which obliged me night and day, at all hours, and in all weathers, to run in and out of Hamoaze; and I have lain at anchor in Cawsand Bay, and under the Breakwater, perfectly smooth in very bad weather; and I have never found the least difficulty in making the harbour from sea.

During my station at Portsmouth, was employed towing vessels in and out the harbour, and general service between Plymouth, Falmouth, and Lisbon, and taking mails to Corfu. I found Plymouth perfectly easy of access at all times; whilst at Portsmouth have been obliged to bring the steamer up at Spithead, not being able to see my way in. Plymouth has far more room to turn a steamer than Portsmouth has, and the tide at Plymouth is much less rapid than at Portsmouth, which makes it far more easy to navigate a steamer in the former harbour. I was twice up Southampton river with troops; I should think it, as compared with Plymouth, a very blind place to run for, in the night, with the best pilots.

Plymouth, 30 June 1840.

(signed) W. H. Symons,
Lieutenant R. N.

THE STATEMENT of Mr. William Cuming, taken 29 June 1840.

I AM Lloyd's surveyor at the port of Plymouth, and have commanded vessels for a great number of years, both in the coasting and foreign trades; in the course of which I have frequented most of the ports in the English, Bristol, and St. George's Channels, and am of opinion that Plymouth is the best and most easy of access of any port that I am acquainted with in the channels before mentioned, as well as to security of any vessels which may wish to anchor and take refuge in the different roadsteads thereof, as far as the reasons following; namely, from the situation of the Eddystone Light, and from the bearings of which no difficulty could arise in all ordinary cases, even in thick weather, in making the Breakwater Light, and gaining the Sound, thence to Catwater, Drake's Island, or Hamoaze; the navigation is not difficult, as only a few dangers, noticed below, could in peculiar cases arise. Thence vessels may proceed to the mouth of Catwater, where there is not less than four to four and a half fathoms of water, and good and safe anchorage; from which to Turnchapel Rock, not less than 15 feet of water will be found in the channel at the lowest ebbs. The dangers in passing from the Sound to Catwater or Hamoaze, to which I have referred above, are confined to the lowest spring tides, and are then very slight: they arise, first, from the Mallard Rock or Shelf, north-east of Drake's Island, which has a depth of only 11 feet of water; and the Winter Rock, inside Drake's Island, over which there

there is a red buoy. The Mallard and Winter Rocks are both easily avoided. The anchorage under Drake's Island I consider good, and secure from all winds that blow, having myself rode out many gales there previous to the formation of the Breakwater; and from which latter anchorage to Hamoaze are plenty of water and few dangers.

I cannot again avoid saying, that in my opinion Plymouth is the most open, and free of access by day and by night, of all the ports in the British, Bristol, or Irish Channels.

There is, in my opinion, sufficient room at the mouth of Catwater for a vessel 240 feet long, and drawing 17 feet of water, to lie and swing, and good anchorage.

There is a wet dock at Catwater; a vessel of 1,200 tons has been docked in it. The Isabel, of 1,900, has been repaired at this yard; she lay in Catwater for a long time for this purpose, and did not touch ground all the time.

Merchant ships and private vessels are readily permitted to be docked at the Royal Dockyard, when the private yards cannot do the repairs, from want of room or power.

Twice as many ships, damaged by storm, come into Plymouth as go to Falmouth; I attribute this fact to the better harbour here.

The prevalent winds at this port are from south to west inclusive.

I am a native of the neighbourhood of Dartmouth, and it is my opinion that the port of Plymouth is easier of approach, and more easily and safely entered, than the port of Dartmouth is, or could be made, with every means taken to make the opening to the harbour visible from sea; Dartmouth is a kind of blind harbour.

(signed) *W^m Cuming.*

THE STATEMENT of *Richard Stibbs*, Pilot.

I AM a first class pilot of Plymouth, and have been a pilot there for the last 12 years, and during that time I have been in the constant habit of piloting vessels from the British Channel to the Sound, and thence to the different roadsteads of the port. The port can be made from the Channel far more easily and more safely than any other port with which I am acquainted, on account of the boldness and clearness of the shores from rocks or shoals. The Sound is good anchorage ground, where vessels lie perfectly safe in all winds. The navigation from the Sound to the harbours of Catwater, Mill Bay, or Hamoaze, particularly with steam, is perfectly clear, with the exception of the Mallard in the way to Catwater, and the Winter, and German or Jarman in the way to Hamoaze; but neither of these rocks can be considered dangerous to the navigation by night or day, as they can be always avoided with the greatest ease by observing the marks or sounding, or both; the anchorage in the several harbours abovenamed is very good, and ships can lie in all of them with perfect safety with good gear and proper management. In Deadman's Bay, Catwater, there are upwards of three fathoms of water close to the land; Mill Bay is also a good harbour, as is Stonehouse Pool; the space between the island and the main is also a good place to lie in, where there is plenty of water and good ground, and perfect safety in all winds.

I consider the port of Plymouth the best port in the Channel; fogs sometimes prevail, but to a less extent than at some places further up Channel; and fogs about the port of Plymouth, even when they do exist, are seldom any impediment to steering a vessel into port, in consequence of the boldness of the land.

(signed) *Richard Stibbs.*

Sir,

Plymouth Dock-yard, 1 July 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 30th ultimo, conveying to me the following communications.

"The Committee appointed to examine into the claims of various ports in the English Channel, are desirous to ascertain whether in the event of Plymouth being in other respects considered an eligible port, you could grant sufficient space where moorings accessible at all times of the tide might be appropriated for at least three steam vessels, each 240 feet in length over all, and drawing 17 feet water, together with accommodation for a similar number of floating coal depôts."

In

In reply to which I beg leave to acquaint you, that I regret extremely that the accommodation required cannot be granted in the waters under my superintendence, without relinquishing the moorings laid down in the lower part of the harbour, which would be attended with very serious inconvenience to Her Majesty's service, they being moorings of the greatest importance.

I have, &c.

(signed) *Frederick Warren,*
Admiral Superintendent.

Rear Admiral Sir James Gordon, K.C.B.
&c. &c. &c.

Friary Yard, Sutton Pool, Plymouth.

THE patent slip laid down in this yard by the proprietor, Mr. W. Moore, is calculated to haul up ships of 500 tons register; of which it is fully capable, as may be seen by reference to the list of ships which have been on it.

The entire length of the slip is about 360 feet, of which 100 feet are above high-water mark, the carriage or cradle to receive the ship running sufficiently down on the inclined plane to take on one drawing 10 feet forward, and 14 feet aft, at ordinary spring tides. This refers to merchant ships of the usual construction, navigated by means of sails; for ships navigated by steam the carriage may be lengthened at pleasure to suit their extra length, the only limit to their size being the draft of water forward to which they can be trimmed for landing on.

The number of ships taken on this slip for repairs since its completion in October 1838, has been 26; among which there have been several whose weight was very great in proportion to their register tonnage, either from an extraordinarily large scantling, from being sheathed or doubled, from being thoroughly water soaked, or from the great quantity of ballast, stores or cargo, which have not been removed from them for the purpose of hauling up.

This slip was first used in October 1838, since which time, from the many advantages it possesses over every other kind of slip or dock for repairing ships, it has been in almost constant use, frequently having two ships on it at the same time. There is now on it a Dutch ship named the *Castor*, of full 500 tons register, which struck on some rocks near the Lizard about a fortnight since.

(signed) *W. F. Moore,*
Shipbuilder.

1 July 1840.

THE STATEMENT of *Thomas Were Fox*, of Plymouth, Merchant.

I HAVE ascertained that the Great Western and Bristol and Exeter Railways are in such a state of progress, that in the summer of 1841, the mails from London will arrive in six hours at Bridgewater; the distance from thence to Plymouth, 85 miles, can be driven over in eight hours, so that in 12 months, or a less time, the mail from London will reach Plymouth in 14 hours; whereas the passage by water from Portsmouth to Plymouth (and Southampton is further) being seldom accomplished even in fair weather in less than 16 hours, and often longer; a mail from London, *vid* Southampton, cannot arrive off Plymouth in less than 18 hours, whilst by railways as far only as Bridgewater, it will arrive here in 14 hours or less; but if it should require 15 hours, there will be still a great advantage in favour of Plymouth in point of time, as regards the communication from London to the West Indies, &c.

The railway from Bridgewater to Taunton is now in progress, and measures will soon be taken to complete it to Exeter, as has always been intended, when (and at no distant period) the journey from London to Plymouth will be shortened to about 12 hours, the directors of the Bristol and Exeter Railway have not yet determined whether to begin with a single or a double line; but if the former, they will lay down the second line of rails as soon as their funds will permit the additional outlay.

From a survey taken last year by an experienced engineer, it has been ascertained that a railway, with only moderate elevations, can be made from Plymouth to Exeter, and from the low value of much of the land through which it will pass, and natural causes, at such a moderate expense, that I have no doubt, when the Bristol and Exeter Railway is more advanced, this undertaking, which has the support of

many very influential persons in this county, will be commenced, and it would be accelerated by the packet establishment being fixed here.

Another very important point for consideration, and which is much in favour of Plymouth being the port for packets, is the communication that will be shortly opened between it and the midland metropolis, Birmingham. The railway with a double line from that place to the city of Gloucester, will be opened in all this year throughout, except about four miles, and this will be completed early in 1841, when (the railroad from Bristol to Bridgewater being also open) Plymouth and Birmingham will be within 15 hours of each other; thus at once gaining much time to all the great manufacturing districts north of the latter place over the route *viâ* Southampton, and as an Act of Parliament has been obtained for a railway from Gloucester to Bristol, and its directors are now commencing active operations, this important connecting link will be speedily completed through the valley of the Severn, when Birmingham will be reached from hence in 12 or 13 hours, which will save nearly nine hours over the route *viâ* Southampton and London, to the most important, wealthy, and populous portion of the empire in their packet communications with the East and West Indies, South America, Mediterranean, &c.

Having been extensively engaged in foreign trade in this port for nearly 30 years, I feel justified, from my experience, to observe, that its more westerly situation, the great capacity and depth of water of some of its harbours, their easy access by night and by day, give it many and decided advantages over Portsmouth or Southampton, where the approaches are narrow, intricate, and often dangerous, as a station for packets bound to the southward, or across the Atlantic; and in addition to their capabilities, I suggest that if a coal hulk be moored very near to the Breakwater, steamers will be able to lay alongside and trans-ship coals in perfect safety even in very severe weather, in the opinion of our old pilots and other nautical men; also, that a communication can be always kept with the shore, by a small steam tug or a sailing or rowing boat, for conveying mails, passengers, and ships' stores; boats are used at Falmouth between the shore and the packets laying in Carrick Roads, often nearly as far as to the Breakwater, and more exposed.

The capabilities of the private shipwrights' yards of this port for repairing vessels are great, and induce many foreign and British ships to prefer it, when obliged to put into harbour; one large dry dock and one patent slip are complete. Mr. Gent is now cutting the ground for a very extensive slip on Teat's Hill, capable of taking steamers of first class. I hear Mr. Pope is about to lay another at Turnchapel. There are excellent growing beaches at several places, where large vessels may be laid for careening with safety, and there are other accommodations requisite to repair steamers, or their machinery.

Plymouth, 3 July 1840.

(signed) *Thos. W. Fox.*

MEMORANDUM.

I HAVE read the statement of Mr. Fox relative to the time that would be occupied in conveying the mails from London to Bridgewater by railway, and thence by mail coach to Plymouth, with much attention, and have no hesitation in saying that in my opinion they could not be conveyed in the time stated by Mr. Fox, viz. 14 hours.

Mr. Fox states that the journey to Bridgewater could be performed in six hours; the distance, if my memory serves me correctly, is 163 miles, being at the rate of upwards of 27 miles an hour, a greater rate of speed than mail bags are now conveyed by any railway in England; a delay at Bristol is absolutely necessary, and I do not think the service could be efficiently performed at that town, where the forward duty will be very heavy, without a stop of 45 minutes; it will occupy 15 minutes at least to go from the station to the post-office and back; my own impression is that we shall not perform the journey between London and Bridgewater within $7\frac{1}{2}$ hours. This time might be curtailed by running direct to Bridgewater without stopping, but this could only be done by sacrificing the bye correspondence from the towns between London and Plymouth, and between Birmingham and Plymouth, which I apprehend is quite out of the question; such correspondence must fall in at one or two large forward offices on the line, for it would be impossible to keep up the vouching between London and Plymouth, and between Birmingham and Plymouth.

Mr. Fox

Mr. Fox states also that the journey between Bridgewater and Plymouth (85 miles) could be performed in eight hours. I have no hesitation in saying that this is impracticable. I know the line of country perfectly, and I feel assured that no mail contractors in the West of England would undertake to perform the distance in less time than from eight and a half to nine hours, and I feel assured also that they would not consent to pass through Exeter without stopping; indeed a stop for forward duty at that town of from 20 to 30 minutes is absolutely necessary.

It is possible that under the circumstances of the case we might induce the directors of the Great Western Railway to convey the mails at a greater rate of speed than usual, and that we might enter into mail contracts also at a high rate of speed, but I feel quite confident that nine times out of ten the journey from London to Plymouth would occupy nearer 16 than 14 hours.

York, 7 July 1840.

I am, &c.
(signed) *Geo. Stow.*

THE choice of a port for the West India steam packets seems to present three points for consideration:

1. The advantages it offers to a vessel either coming into the Channel from the West Indies, or proceeding thither from England.
2. The accommodation it affords to large steam vessels; and,
3. The distance (in time) from London.

Looking at the first of these points I should certainly prefer Plymouth as the most easy of access of any port in the Channel; this appears to me so evident that nothing need be said in support of it. I will, however, just state that an instance of the advantage Plymouth affords in this respect occurred in January last, when the Minden line-of-battle ship, after a long passage from Gibraltar, anchored in the Sound at half-past three in the morning, never having made the land until she saw the Eddystone light.

The second point, the accommodation the port affords to large steam vessels, I cannot say so much in favour of; there is no wharf alongside which a steam vessel can be afloat at all times of tide. The Commissioners will learn from others more competent to give them information, what prospect there is of such accommodation being provided by the time the packets will start.

With respect to the third point, the distance from London, I shall compare Plymouth with Southampton, and I think I can show that the former will have the advantage; let us suppose that two of the steam packets are five miles south of the Lizard, one bound to Plymouth and the other to Southampton, the question is, which mail will be in London first.

	Hours.
Lizard to Southampton 165 miles by steam	20½
Southampton to London 77 miles by railroad	3¾
	24½
Lizard to Plymouth 50 miles by steam	6½
Plymouth to Taunton 75 miles by mail	7½
Taunton to London 165 miles by railroad	8½
	22½

This calculation assumes that the Southampton steamer will meet with no difficulty in making her port, a piece of good fortune which she will not always experience, particularly during the winter months.

Plymouth, 2 July.

(signed) *W. F. Wise,*
Captain Royal Navy.

I find I have omitted to consider Plymouth as a port of departure ; I will content myself with observing on this point, that in half an hour after casting off from her moorings the steamer is in the open sea, and may shape her course for Barbadoes at once, without being under the necessity of altering it till she anchors in Carlisle Bay.

W. F. W.

Gentlemen,

Plymouth, 4 July 1840.

WITH reference to the matter now under your consideration, as to the port most eligible for a mail packet station, I would respectfully offer to your notice the following observations on Plymouth, they being the result of 23 years' experience, 18 of which I have been engaged as mate, and in command of the Busy quarantine cutter, the duties of which department have been performed during that period in Catwater, the Sound, and Hamoaze. I would also observe, that prior to my appointment to the Busy, I belonged to the Lapwing revenue cruiser, stationed principally between Falmouth and Dartmouth.

In our almost continual cruising in that cutter, I do not recollect on any occasion getting into anything like danger by attempting to run for or make Plymouth in thick weather, it being always a practice, if possible, to make the Eddystone, then the course so well known, and the distance so short, our confidence was at all times confirmed by a sight of the high western land, or making the Breakwater light, although exceptions have and certainly will happen to this, and will apply to all other ports and places ; for instance, in a dense fog, when, if at all on the coast, it has been deemed advisable, if the wind and sea will permit, to anchor with the stream or large kedge, to avoid concussion or other danger. The approach to Plymouth, in any case, is as open and more clearly to be understood, than any port I have yet been in ; this I state with the more confidence from having heard from great numbers of masters, and others, entire strangers to the port, that they have never seen any place so easy of access after once being in it. And the opinions of such masters also confirm my own as to the capabilities of the harbour when once made ; for example, the Sound, at all times smooth, except at the top of spring tides, and then only from a gale of wind from s. s. w. to w. there may be expected to be a wash for an hour or two, and that wash of no more importance than that it would, perhaps, prevent vessels laying alongside each other, and if this be objectionable we have still harbours where that desideratum might be obtained. Catwater, at the extreme lowest tides, affords full 15 feet water, and if a greater depth be required, such vessels can always bring up at the entrance thereof, and be in perfect safety. Barnpool also offers every facility for steam vessels, either in arriving, departing, whilst laying there, or taking in coals at any time of tide, as smooth water is at all times found there.

Hamoaze likewise can offer all these advantages ; and I verily believe, taking it as a whole, that Plymouth will be found to offer accommodation equal, and afford protection to the same degree (and in many respects superior) to any other port in the kingdom. I would invite attention to the proposed pier in Mill Bay, the plan of which is so well laid out, that any particulars relative thereto may be better obtained therefrom than described.

I will give an instance (being witness thereto) of the smoothness of water to be expected there : On the 28th November 1838 it blew a strong gale from south to south-west, accompanied with heavy squalls (it had blown a strong gale several previous days) ; on that day a French brig ran in between the island and the main, anchored in an improper place, and drove on shore close to the point of the intended pier ; she soon fell over, one of the crew was drowned, and the remaining five rescued by a boat from the Harpy cutter manned by five persons, making in all ten, in a small four-oared boat, and who safely landed in Mill Bay.

In conclusion, I would beg to add an important fact ; that is, that Plymouth can be entered as well by night as by day, and that it is practicable from any of the anchoring stations to have a communication with the shore at any time or season.

Respectfully submitted,

(signed) *Rich^d Potbury,*
Comm^r Busy Cutter, Plymouth.

To the Commissioners
Admiral Sir James Gordon and others,
&c. &c. &c.

Dear Sir,

Plymouth, 6 July 1840.

As it appears requisite to do something to make Plymouth keep pace in the steam and railway race with other places, and as no one has suggested a plan for the purpose, I will trouble you with an idea which occurs to me would answer the purpose required.

The alterations that already have and will be continually introduced by steam navigation, render the question more of a Government one than it has generally been considered, and if the Government and the town could be induced to act together, my plan is for the former to carry out a breakwater from the Batten to the Cobler, and the latter to carry out a pier 200 * to 400 feet long, in a straight line, from Fisher's Nose into deep water; and continue a quay, 30 feet wide, inside the old Victualling-office, inside the Baltic wharf, or to the pier; the water to be deepened alongside the quay as much as may be required. I need not trouble you with the advantages to be derived in making this part of the harbour available, and bringing the steamers in direct contact with the town; but when I look at the fact, that 100,000*l.* is annually spent at Falmouth by packet passengers alone, I cannot help thinking the prospect would warrant an inquiry into the subject.

I have no information to give, and send you this as a private communication, which you can use or not as you may think fit.

J. Lindon, Esq.

I remain, &c.
(signed) J. Boswarva.

MILL-BAY PIER.

Sir,

THE following details of the depth of water and capacity of this pier, together with the drawings on a large scale (15 feet to an inch) sent to you the other day, will, I hope, furnish the information required.

The western head of the pier is 140 feet in length; depths, 30 feet at the south end, and 28 feet at the north end.

The inside (north) return of the head is 70 feet long; depths, at the western end 28 feet, and at the eastern end 25 feet.

Though these are the most exposed portions of the pier, it will seldom happen that the largest class steamers will not be sufficiently sheltered to lie alongside, and embark and disembark passengers and goods, as the sea will be broken by the solid stone-work of the slope on which the wood-work of these parts of the pier is raised.

The depths taken along the face, or inside of the pier, commencing at its head and taken at every 50 feet eastward, are as follow: 25 feet, 24 feet, 22 feet, 21 feet, 19 feet, 16 feet 6 in., 12 feet 6 in., 4 feet 6 in.; from which it appears, that at 250 feet from the pier-head the depth is 16 feet 6 inches.

All the depths given in this statement are dated from zero on Her Majesty's Dockyard tide gauge, which are the lowest ebbs; so that there will be from two to three feet more water than is here given at low-water ordinary spring tides.

But I would observe, that if it should ever be desirable to obtain a greater length of deep water within the pier, the ground may be easily excavated so as to make 300 feet in length with three fathoms at the lowest ebbs.

These measurements have been taken from the detailed designs, as being more accurate than the small lithographed plans of the bay.

In conclusion I would beg to remark, that hitherto it has been contemplated that this pier should only be used by steamers whilst embarking and disembarking their passengers and goods, and for such purposes its capacity is ample for all the possible wants of the port for the next quarter of a century. For steamers that have to remain a week or ten days in port, as, for instance, those employed in the packet service, a dock or good roadstead is required, in which they might lie after having disembarked their freights at the pier. Barnpool offers such a roadstead, in an admirable position for vessels of this description using the pier, though I have no doubt that, in the event of Plymouth being selected as a station for such packets

* Or less as may be required.

packets, the inner part of Mill Bay would eventually be formed into a floating dock, of the kind designed by me a few years ago, at the instance of the Earl of Mount Edgecumbe and yourself.

I am, &c.

34, Great George-street, Westminster,
4 July 1840.

(signed) *Jas. M. Rendal.*

Sir,

Plymouth, 6 July 1840.

I BEG to acknowledge receipt of your letter, and to say, there will not be either of the British and Irish company's captains here before Friday next, and on that day one of them is appointed to be at Falmouth. I very much regret there is not an opportunity for them to give evidence as to the capabilities of this port, believing it to be about the best you could receive. Our agents at Falmouth are the Messrs. Carnes.

I have, &c.

M. Dixon, Esq., R. N.
Royal Hotel.

(signed) *William Saunders.*

To Rear-Admiral Sir James Gordon, K. C. B. &c. &c. &c. Richard Drew, Esq. and Thomas Lawrence, Esq., a Committee appointed by the Admiralty to inquire into the comparative Advantages afforded by the different Ports in the British Channel, as Ports for the Departure and Arrival of the *West India* and other Foreign Mails.

Gentlemen,

Plymouth, 29 June 1840.

WE, the undersigned, the Mayor of Plymouth and the Chairman of a Committee of the Council of that borough, beg to present to you a statement of the claims of the port of Plymouth.

In the month of September 1839 the council of this borough presented a memorial to the Lords Commissioners of H. M. Treasury, setting forth the general advantages of the port of Plymouth as the point of arrival and departure of the foreign mails, and praying that an opportunity might be given them to submit evidence to substantiate in detail the statements therein contained, and praying further, that no arrangement might be concluded without an investigation of the pretensions which it was the object of that memorial to submit to their Lordships.

The council therefore, in common with the inhabitants of Plymouth, received with great satisfaction intelligence of the appointment of the committee of inquiry which you constitute, and that it was your purpose to conduct the investigation of the claims of the different competing ports in person and on the spot; and we gladly avail ourselves of the opportunity thus afforded to submit the claims which we prefer to the examination of so competent a tribunal, and to support those claims in detail by the testimony of facts and witnesses.

We apprehend that a copy of the memorial to which we have referred is already in your hands, but, since facility of reference will be best attained by one complete representation than by several, we have, so far as is necessary to a just and complete exposition of the case of this port, incorporated in the present more enlarged statement the leading features of that memorial; and we assure you that it is also with a similar view to place the entire case in your hands in a single statement, and not with any intention to communicate information, that we have here occasionally adverted to facts of common notoriety.

The port of Plymouth has, for a long period of time, occupied the position of one of the first and most important naval stations of the kingdom; and the increasing attention of past governments, as well as of the present, to the development of its great natural resources, is sufficiently attested by the gradual extension and present magnitude of its establishments and great naval accommodations.

The high appreciation of this port as a naval station may be ascribed to the operation of two concurring causes, viz. its possession of a safe and easy approach from the Atlantic, and the existence of its admirable harbours and roadsteads.

The

The navigation of the British Channel from Scilly to Plymouth is, by the guidance of bold headlands, the light on the Lizard, the great light on the Eddystone and the Breakwater light, rendered exceedingly easy and safe; and such is the boldness of the land, and the well-defined channel in the course of steerage from the Eddystone to the Breakwater, that the largest ships of war are accustomed to be steered with safety in the dark, and even in hazy weather, from that point into the Sound, where the depth of water is generally adequate to the requirements of ships of the largest class and the anchorage excellent, whilst the Breakwater affords to the harbour of the Sound full protection from the wind and sea.

This port offers the rare advantages of four safe and desirable harbours, viz. the Sound, Hamoaze, Catwater and Mill Bay, with several roadsteads, particularly on the western and northern sides of Drake's Island, and vessels can take shelter in one of these harbours whether bound up or down the Channel; thus affording to the royal and mercantile navies the greatest possible security and protection. Whilst the navigation from the Sound to the inner harbour is generally free from impediment, the few shoals and rocks in their approaches or neighbourhood being carefully buoyed off, and by attention to well known marks, if there be sufficient light, or to the soundings, in case of fog or darkness, being easily avoided.

Some of these harbours, particularly the Sound, in its extent, from the Breakwater to the adjacent shores, Hamoaze, within the limits of which the ships of the Royal navy lie, Mill Bay, the haven of Barnpool, and the roadsteads at the north and west sides of Drake's Island, present generally a depth of water sufficient for ships of any tonnage or description whatever; and facilities exist for communicating with the shore from each of these harbours in the roughest weather, so as to enable mails and passengers to be landed immediately on their arrival.

In concluding this statement, so far as it relates to purely naval considerations, we are enabled to acquaint you that an extensive pier, in three fathoms and upwards of water, will shortly be erected in Mill Bay, where coal depôts and every accommodation for the reception and general supply of steam and other ships of a large class will be provided; and we beg leave to suggest that in case floating coal depôts should in the meantime be required, they could be conveniently placed near the Breakwater, or inside the bridge without interfering with the anchorage of Her Majesty's navy. In connexion with the means of general naval accommodation afforded by the port, we may be permitted to observe that, in point of prompt repair and equipment of steam ships this port is possessed of important facilities; large foundries for casting machinery; private dockyards, engineers and artificers of every kind; and the resources of the Royal dockyard have been found always available in cases to which the capabilities of the private dock yards have not extended; steam coals may also be procured at Plymouth on easy terms.

We further apprehend that the convenience and benefit of the public service will be in no small degree advanced, by the selection of a port for the arrival and departure of the mails, already the seat of so many Government establishments, comprehending the dockyard, gun wharf, victualling yard, naval and military depôts, magazines of military stores, naval and military hospitals, a complete quarantine establishment, with the superintendence of a resident harbour-master, and occupying a position replete with defences by sea and land: whilst the immediate neighbourhood comprehends three populous towns, several superior hotels, a variety of stage-coach establishments; with ample and immediate means of transmitting mails and despatches; large and well supplied markets, commodious and good roads leading to London, Bristol, Bridgwater and Falmouth, and numerous other local accommodations capable of being supplied only by the resources of comparative wealth and enterprize. We further submit that much of the wellbeing of a commercial people depends on safety and celerity in the transmission of correspondence; and experience has taught that steam communication by railway is more rapid than by sea. It has thus become evident that the foreign mails will soonest reach their destination by being landed at the most westerly port that can sufficiently early avail itself of the aid of a railway.

The inhabitants of Plymouth claim consideration for their port on the above grounds, and are prepared to prove that foreign mails landed at Plymouth, would, by means of the Great Western, and Bristol, and Eastern railways, shortly to be completed to Bridgwater, reach London at least as soon as if landed at any more

eastern port, whilst the whole of the west of England would thus be supplied with their foreign letters far sooner than by any other arrangement whatever.

And on touching the interests of the west of England, we would advert to a principle that a privilege, long enjoyed by any portion of the community with benefit to themselves, and without detriment to others, ought not to be hastily interfered with; nothing short of a substantial advancement of the public good ever justifying its disturbance. And we solicit your attention to the fact, that the inhabitants of the west of England, including these towns, Exeter, and particularly of the great city of Bristol, deeply interested in the plantation property of the West Indies, have, for a very long series of years, been accustomed to enjoy the privilege of the earliest foreign intelligence; and it is submitted that the removal of the packets to a more eastern port than Plymouth will, if the previous statement be well founded, operate to the prejudice of a very large portion of the west of England, without conferring any benefit whatever on the public at large.

In conclusion, we invite your attention to the important fact, that the earliest communication of correspondence to and from the great manufacturing districts is, by the daily extension of railways, rendered mainly dependent on the landing of the mails at a western port; and we appeal to the evidence which will be laid before you for satisfactory proof, that by means of the railways already in progress the whole of the northern districts of the kingdom (already nearer in point of time to this than to any other port) will, on their completion, be capable of being reached by way of Plymouth at least nine hours sooner than by any other route; and upon an impartial review of the entire case which we have submitted to you, supported, as we apprehend it to be, by competent testimony in all its bearings, we entertain the belief that the port of Plymouth, whether regarded as affording valuable naval facilities, or the readiest channel of mail communication, or as presenting both these advantages combined, will not, in the comparative estimate which you are about to draw, be found to be surpassed by any port within the limits of the United Kingdom.

We have, &c.

J. C. Cookworthy, M. D.
Mayor.

J. Lindon,
Chairman of the Committee of the Council.

REMARKS ON STEAM PACKETS to *New York*, 1839-1840.

	Liverpool.	Great Western.	United States.	Liverpool, 7 feet Wider.	British Queen.	President.
Number of tons admeasurement -	1,149	1,340	1,400	1,696	1,868	2,368
Number of horses' power of the two engines together - - - -	468	450	420	- -	500	540
Extreme lengths - - - -	233 feet	236	243	- -	275	267
Breadth between the paddle-boxes -	30 ft. 10 in.	35 ft. 4 in.	38 ft. 0 in.	37 ft. 10 in.	38 ft. 6 in.	41 ft. 0 in.
Breadth outside, including paddle-boxes	56 ft. 3 in.	59 ft. 8 in.	60 ft. 0 in.	- -	64 ft. 0 in.	67 ft. 0 in.
Depth in midships - - - -	19 ft. 8 in.	23 ft. 2 in.	28 ft. 6 in.	- -	29 ft. 6 in.	31 ft. 6 in.
Sailing draught of water - - - -	16 ft. 6 in.	16 ft. 8 in.	- -	- -	16 ft. 0 in.	-
Diameter of the paddle-wheels - - -	28 ft. 9 in.	28 ft. 5 in.	- -	- -	31 ft. 6 in.	30 ft. 0 in.
Spread of paddle-wheels - - - -	- -	11 ft. 0 in.	- -	- -	9 ft. 6 in.	-
Number of revolutions of paddle-wheels per minute - - - -	- -	11 to 16	- -	- -	15 to 16	-
Diameter of each of the two cylinders -	75 inches.	73½ in.	- -	- -	77½ in.	80 in.
Length of the strokes of the piston rods	7 feet.	7 feet.	- -	- -	7 feet.	7 ft. 6 in.

Plymouth, 30 June 1840.

(signed) *J. Lindon.*

MEMORANDUM

MEMORANDUM of Ships of War Built and Repaired at *Turnchapel*.

	RATE.	NAME.	Tons.	DRAUGHT OF WATER,		
				Afore.	Abaft.	
Built.	74	- - Clarence - - -	1,741	13	17	Any of these ships could have been removed or transported at $\frac{1}{2}$ flood tide, at spring tides, or at dead low water of a neap tide, pursuing, of course, the channel of the harbour.
	74	- - Armada - - -	1,741	13	17	
	18	- - Derwent - - -	382	about 8	11	
Repaired.	38	- - Nereide - - -	892	11	15 6	
	38	- - Melampus - - -	947	11	15 6	
	38	- - Diana - - -	990	11	15 6	

Plymouth, 27 June 1840.

(signed) *P. Olover.*

DIMENSIONS and Particulars of the Undermentioned Ships of War and Steam Vessels.

Rate.	NAME.	Tonnage.	Horse Power.	Quantity of Coals.	DRAUGHT OF WATER,				REMARKS.
					Afore.		Aaft.		
				Tons.	Feet.	In.	Feet.	In.	
	Salamander - - -	820	220	295	14	9 $\frac{1}{2}$	15	8	} - - These are Steam Vessels.
	Phoenix - - -	820	220	204	13	2 $\frac{1}{2}$	14	4	
	Medea - - -	845	220	310	18	10	14	6	
	Rhadamanthus - - -	- - -	- - -	- - -	11	5	11	4	
	Hermes - - -	- - -	- - -	- - -	12	1	12	2	
120	Caledonia - - -	2,700	- - -	- - -	24	8 $\frac{1}{2}$	25	6	} Line of Battle Ships.
92	Rodney - - -	2,600	- - -	- - -	23	2	24	3	
74	Talavera - - -	1,740	- - -	- - -	20	0	22	7	
50	Portland - - -	1,450	- - -	- - -	18	10	19	8	
38	Druid - - -	1,070	- - -	- - -	17	5	19	1	
38	Dublin - - -	1,740	- - -	- - -	19	6	21	6	Razee.
18	Trinculo - - -	382	- - -	- - -	12	0	14	10	Brig.

Plymouth, 27 June 1840.

(signed) *Peter Olover.*

Sir,

Town Clerk's Office,
Plymouth, 18 July 1840.

ON the behalf of the council of this borough, I beg to transmit for your perusal, and that of the officers associated with you in the harbour inquiry, a copy of a memorial from the town councils of Plymouth and Devonport to the Lords Commissioners of the Admiralty, intended to be presented by a deputation from the two boroughs, in the course of the ensuing week ; and I am instructed to express the earnest hope which the two councils entertain, that in the event of your completing your Report before the decision of the Lords Commissioners on the memorial shall have been ascertained, you will not omit to notice in such Report what, in your judgment, will be the position of this port in case their Lordships shall be pleased to comply with the memorialists' prayer.

I have, &c.

(signed) *Charles C. Whiteford,*
Town Clerk.

To Rear Admiral
Sir James A. Gordon, K. C. B. &c. Admiralty.

To the Honourable the Commissioners for an Inquiry as to the Comparative Advantages afforded by different Ports in the Channel as Ports for the Arrival of the *West India* Mails.

The MEMORIAL of the Undersigned, on behalf of the Port of *Devonport*,
Showeth,

THAT having been furnished with a copy of the instructions of the Lords of the Admiralty in reference to the above inquiry, from which it appears that the Commissioners are to report which port may be considered most eligible for the purpose required with regard to facility of access, and with reference to the internal arrangements of the Post-office for dispatch in the transmission of the mails, the undersigned desires to state, for the information of the Commissioners, that unquestionable evidence can be adduced to show that the facility of access to Hamoaze at all times of the tide and all hours, is, if possible, greater than at any other port in the kingdom; that there is no obstacle whatever to be contended with arising from the prevalence of winds or currents, and that the entrance can and has been constantly effected by night as well as day, and in foggy as well as in clear weather.

The Memorialist submits that the part of Hamoaze lying off the Western Mud would be admirably adapted for steamers; and that if a line of depots were moored head and stern along the edge of the mud, steamers might run alongside, and make fast, without any necessity for dropping anchor, and consequently without causing the slightest interference with Her Majesty's moorings or ships of war.

That evidence can be given of 30 or 40 sail of transports, from 300 to 700 tons, having been moored head and stern, in tiers, on the West Mud at all seasons of the year. That in 1794 there were between 200 and 300 West Indiamen lying in this position, and at a later period convoys of 50 or 60 vessels.

That the absolute security of moorings in this position is beyond all question; indeed the nautical experience of two of the Commissioners must fully bear out the assertions of the undersigned on this point.

That Stonehouse Pool is another position presenting itself as available; and though not to the same extent, yet possessing accommodations for at least three depots to be moored head and stern, so that six steamers could be accommodated at once without interfering with the navigation.

That three ships from 500 to 700 tons, drawing from 16 to 18½ feet water, belonging to one person, have laid at a time in Stonehouse Pool, leaving, in the opinion of competent judges, room for 10 ships in the whole of the same size.

That the Peninsular Steam-Packet Company considered the advantages offered by this port to be so great, arising from the convenience of access to Her Majesty's dock-yard, in cases of accident, and many other considerations, that they sent their vessels into Stonehouse Pool for a considerable time last year, notwithstanding they had to submit to double expenses in consequence of being obliged to land their bags at Falmouth. That these vessels were only removed from this port in consequence of the excessive charges forced on them as above stated, and not on account of any accident which happened to the *Braganza*, as has been represented.

That the accident which did happen to this vessel was of no sort of importance, as can be proved by the party who assisted in getting her off. It occurred in consequence of the master of the collier refusing to go into deep water to deliver her coals; a gale of wind sprung up in the night, and the *Braganza* being in the shoal water, tailed on the mud, but without sustaining any injury. The commander of the *Braganza* attributed the accident to the inexperience of the pilot.

It is stated in the instructions that the facility of transmitting letters by land to the port of departure is an important advantage; but it is justly observed, that the safety and regularity of the service will much more depend on naval considerations. On naval considerations, then, it is submitted with confidence to the Commissioners, that there is no harbour in the Channel which presents so many advantages as Hamoaze for steamers. But it is contended that great facilities for transmission of letters by land are to be added to these advantages; and that calculating (as may now with certainty be done), that as soon as the royal mail steam-packets are ready for sea, the Great Western, and Bristol, and Exeter Railways will reduce the time of the mail's transit between Devonport and London to 14 hours, it is quite clear

clear that the advantages will be in favour of Devonport, in almost every conceivable case, over any port further to the eastward.

The undersigned is informed that the Post-office duty will be much facilitated by landing the mails at Devonport, inasmuch as the forward duty is performed at the office of Devonport, and no time would therefore be lost in loading and unloading the foreign bags. If this is done short of Devonport, a delay of 15 minutes at least will take place in the delivery of the Government and other Devonport letters, as well as in the dispatch of the Falmouth and Launceston mails.

The undersigned observes that the Commissioners are "to call on the Directors of the Royal Mail Steam-Packet Company, to place before them their reasons for the selection of Southampton," and are also "to consider all objections raised by the Company" (it is presumed) to other ports. The undersigned, therefore, submits that these "reasons" and objections ought, in common fairness, to be communicated to the parties interested; for, without in the least degree imputing any wish to mislead to the Directors of the Royal Mail Company, it is obvious that many of their reasons and none of their objections may be found untenable if made known to parties interested in other ports.

The undersigned has not considered it necessary to dwell on the many objections which may be urged, in a nautical point of view, to other ports lying to the eastward of Devonport. A confident reliance is placed on the discriminating judgment of the naval officers to whom this inquiry is entrusted, and whose practical experience will be the best proof that for all nautical purposes respecting steamers there is no port in the Channel superior to Hamoaze.

(signed) *Wm. Hancock, Mayor.*

Devonport, 4 July 1840.

Sir,

Stonehouse, 5 June 1840.

HAVING refused the Portsmouth and Plymouth Committees to be examined on the subject of the packet station, I cannot consistently allow myself to do so on the occasion you require.

At the same time, I am fully satisfied of the perfect facilities within the Stonehouse Pool for safe and convenient anchorage.

I am, &c.

(signed) *Thos. Russell.*

W. Hancock, Esq.

Mr. *Winnecott*.—Has known between 30 and 40 sail of transports, of from 300 to 700 tons register, lying in tiers, moored head and stern, at all seasons of the year in Stonehouse Pool. Has known (in 1794) about 300 large West Indiamen lying on the West Mud, and (at a later period*) has known a convoy of 50 or 60 vessels lying there.

Is of opinion, that if the depôts are moored head and stern, the steamers will not be required to drop their anchors, but may go alongside the depôts, and there make fast. Is of opinion that the three depôts can be moored in Stonehouse Pool, in such a situation as will not interrupt the navigation, and so as to accommodate a steamer on each side. Recollects the *Braganza* going ashore. Saw her lying in Stonehouse Pool before she went ashore; his opinion then was that she had not sufficient scope of cable. The water being very deep, (being not less than 17 fathoms where her anchor was lying,) his impression then was, that if it came on to blow strong, she would tail-in on the mud.

(signed) *John Winnecott.*

Plymouth, 4 July 1840.

* Inquire of Mr. Hodges.

Mr. *E. Elliott*, who horses the mails leaving Devonport.—The mail reaches London from Devonport in 22 hours. When the railroad is completed to Bridgewater, which will be the case next spring, the time will then be within 14 hours; when the railroad is completed to Exeter, the time will be within 12 hours. In consequence of the forward duty being performed at the Devonport post-office, no time would be lost in loading and unloading the foreign mail-bags, but if they were unloaded short of Devonport, a delay of at least 15 minutes would take place in the delivery of the Government and other Devonport letters, as well as in the dispatch of the Falmouth and Launceston mails, and in the delivery of letters on those lines of road. At present, letters are dispatched from Devonport twice a day to the north of England.

Lieutenant *M'Leod*, commanding the *Braganza* steam-packet, admitted to Mr. *Elliott* that the reason of that packet going ashore, was owing to the inexperience of the pilot in mooring ships in Stonehouse Pool, and in giving her much less than the usual length of cable on the occasion alluded to.

(signed) *W. E. Elliott.*

6 July 1840.

Mr. *T. Restarick*, (shipowner.)—Has known (within 12 or 14 years) from 30 to 40 vessels on the West Mud.

Has, on occasion, had three ships of from 500 to 700 tons burden, when loaded, drawing from 16 to 18½ feet water, moored head and stern in Stonehouse Pool with perfect safety, and they occasionally lay there the whole of the winter. Is of opinion that there is room for 10 ships of the same size. These observations are limited to a space within 10 fathoms of low-water mark to the eastward.

(signed) *Thomas Restarick.*

FALMOUTH.

To the honourable the Commissioners appointed by the Right honourable the Lords Commissioners of the Admiralty for inquiring into the Comparative Advantages of different Ports in the Channel as Ports for the Departure and Arrival of the *West India* Mails.

The MEMORIAL of the Inhabitants of *Budock* humbly and respectfully sheweth,

That Falmouth possesses superior advantages for the steam-packet station to any other port in the Channel;

- I. From its geographical situation;
- II. From its facilities for transmitting the mails;
- III. From its safety.

I. From being situated in the most south-westerly part of the kingdom and close to the Atlantic, Falmouth is, of all the ports in the Channel, the best port of refuge. This was proved a few weeks ago by the *Tagus* steamer, which, after many days' absence, returned with her engine damaged to Falmouth. Further, in only 12 instances have packets taken refuge to the east of Falmouth, and in only six instances to the west, that is, in Ireland, during the last 1,740 packet voyages; which circumstance proves the great superiority of Falmouth to all other places as a port of refuge.

2d. From being situated nearer the coal mines, Falmouth can supply steamers with coals cheaper than any other port in the Channel.

3d. From being situated nearer to the West Indies than any other port in Britain (almost four degrees to the west of Southampton), for instance, Falmouth is the best port in which steamers can take in coals preparatory to a long West India voyage.

4th. From being situated at an equal distance from London, from the great manufacturing towns in the north, and from Ireland, Falmouth enables letters to each

each of those places to be sent direct, and to be simultaneously delivered; thereby promoting, not partially, but generally, the mercantile interests of the empire; therefore the happy geographical situation of Falmouth affords such peculiar advantages as to make it most suitable for the packet station.

II. The facilities of Falmouth for transmitting the mails; one advantage is, its certainty of transmission; that is, the mails at Falmouth may be landed at any time, by day or by night, with certainty, and when the coach starts may be conveyed to London in 28 or 29 hours with certainty; and as the Western railroad progresses, the time required for the certain transmission will be progressively lessened.

It has been said that mails from a point off Falmouth might be delivered in London many hours sooner *viâ* Southampton.

In examining this subject it will be found, that from a point off Falmouth to the Start is 56 miles, thence to Portland 49, from Portland to the Needles 35, Needles to Southampton 23, total 163; which a steamer, in calm weather, at average speed of eight and a half knots, with daylight to pass through the Needles, might possibly accomplish in 19½ hours; thence to London, per railroad, in three and a half hours, total 22½; which, allowing equal time in each place for landing, is an apparent advantage of five or six hours in favour of Southampton. But mark; what if, instead of calm weather, it should be a strong head-wind? then, as the steamer could only go at half speed, the consequence would be a very great delay; and what if, when the steamer approaches the Needles, instead of having daylight it should be dark and stormy? then she should proceed outside the Isle of Wight to St. Helen's, which would increase the distance from 163 to 184 miles, and create an additional delay. Again, as the navigation from St. Helen's to Southampton is next to impracticable (it is understood) at night, the steamer experiences a further delay in waiting for morning; thereby adding delay to delay with superadding delay, and making uncertainty trebly uncertain. So much for the certainty of transmission *viâ* Southampton, compared with certainty *viâ* Falmouth.

2d. In reference to the speed of transmission; what, though letters from London, *viâ* Southampton, to the West Indies should sometimes be expedited five or six hours, which even in fine weather would be problematical, even then London and the eastern towns only would derive the benefit of those five or six hours, whilst letters from the west must necessarily be delayed by the roundabout course of first going to London; and letters from Cornwall intended to go by sea south-west would have first to go overland north-east, or, in other words, would first have to go 200 or 300 miles backward before they began to go forward; and can this, consistently with common sense, be called the speedier transmission of the mails?

3d. In calculating the speed of the mails down Channel, it will be remembered the prevailing winds are westerly, which often formidably oppose the progress of steamers; to say nothing of the very frequent detention of mercantile steamers for many days together; to say nothing of the delay and difficulty sometimes experienced by the peninsular steamers in coming down Channel against this adverse wind. On one occasion even H. M. steamer Spitfire, on coming down from Plymouth against a strong westerly gale, could go only 15 miles in 12 hours, and was then obliged to return; and in the last year H. M. steamer Firebrand was so formidably opposed (in summer, too) that she was necessitated (though some of the Lords of the Admiralty were themselves on board) to stop short and put into Fowey, which demonstrated the delay and difficulty to be encountered in coming down Channel; therefore if the position of mail-steamers outward bound at Southampton, during the prevailing gales, be contrasted with the position of mail-steamers at Falmouth, at the end of the Channel, whence they can at all times enter the Atlantic immediately, then it is manifest that Falmouth has the greatest, much the greatest, infinitely the greatest facilities for transmitting the mails with speed.

4th. Falmouth possesses, within the limits of its harbour, a large iron foundry; and this circumstance, though of minor importance, has been found of great use to facilitate the progress of steamers.

5th. It might be asked, if Plymouth were selected for the steam-packet station, could not the mails be forwarded with great speed, or landed there with great certainty? The reply might be, that whilst a steamer from Plymouth, with a westerly gale, would take 12 hours to reach the Lizard, a steamer from Falmouth, being sheltered by the land, would reach it in two. With respect to landing, should a

steamer arrive in Plymouth Sound on a blowing winter's night, the certainty is, she could not, without the greatest risk, proceed up the Hamoaze, nor land her mails till morning; again the certainty is, that the Earl of Durham, on his return from Canada in the *Inconstant*, was for two or three days unable to land at all. Having noticed the superior facilities that Falmouth possesses for landing and transmitting the mails with speed, your Memorialists will glance at,

III. Its safety. First, the inner harbour at Falmouth is a sheet of water of 522 square acres in extent, and has often been denominated, from its absolute safety, "the Land-locked Harbour;" and though the depth in this place hitherto has been but 13 or 14 feet at low water, yet the inhabitants, in expectation of having the large steamers here, are now deepening it, having already excavated a pond or pool*, which is nearly 20 feet deep at lowest spring ebbs; and have, moreover, raised a fund for this purpose by voluntary subscriptions.

2d. The entire harbour, comprising an area of nearly 10 square miles, a considerable portion of which has from eight to 18 fathoms water, is rendered singularly safe by having at the entrance St. Anthony's Head, with a lighthouse on the one hand, and two natural breakwaters on the other; viz. the Black Rock, and the entire peninsula of Pendennis.

3d. The entrance, like the harbour itself, is wholly free from dangerous rocks, shoals, or quicksands, with a great depth of water where ships at all seasons, and in the darkest nights, may go in or go out in perfect safety.

4th. As safety is of the most essential importance in the ingress and the egress of the mail-boats, and also in landing and embarking the mails, it may not be amiss to consider, whether their safety would be promoted by adopting Southampton for the Mail-boat station. The entrance to Southampton is through the Needles, which is a place where fogs sometimes envelope the land, so as to render the lighthouse invisible from a distance of two miles; a place where are to be found the Shingles, the Chalk Rocks, the Bramble, the Thorn, and other dangerous shoals; and report tells of shipwrecks and of losses which have given to that spot and neighbourhood an unenviable celebrity: a transport in 1808; the *Pomone* frigate in 1810 or 1811; the *Wolf* 18-gun brig, in 1832 or 1833; the *Happy Return*, a packet plying between Plymouth and Portsmouth; and, at no great distance thence, the *Clarendon* West Indiaman; and report adds, that in three of those cases sailors and passengers found one promiscuous watery grave.

Hence it appears, while Falmouth harbour is remarkable for its exemption from danger, that the entrance to Southampton is remarkable for abounding with danger; if so, is it possible that Falmouth can be abandoned, and that Southampton can be adopted as the Mail-boat station, on the score of safety?

4th. In conclusion; it has been said, that the interests of the Steam Company should be consulted. This is undoubtedly very proper, but at the same time it is hoped the interests of Falmouth will not be wholly forgotten. When the packets were first established here, nearly two centuries ago, Falmouth consisted simply of a few houses; by the continuance of the packets it has grown to a town of 10,000 or 11,000 inhabitants; its poor-rates are excessively heavy, being occasioned by the widows and orphans of seamen who have died in the packet service; the town is still supported by the packets, not in a small degree, not mainly merely, but almost entirely, and if it should be bereft of the packets, a great portion of its now prosperous inhabitants must become fugitives or beggars. Thus while the Mail-boat station is to the Steam Company a question simply of mercantile speculation, the Mail-boat station is to Falmouth, and her thousands, a question of almost life or death.

Therefore your Memorialists humbly, respectfully, and tearfully pray, that if any doubt exists in your honourable minds as to the superior eligibility of Falmouth (which certainly is not anticipated), then, that you may give to Falmouth the benefit of that doubt, and recommend it for the West India Steam-packet station.

And your Memorialists, as in duty bound, &c.

14 Signatures.

* Their highly respected townsman, Captain Plumridge, R. N. deserves unqualified praise for having most judiciously devised the scheme, and for being the first to contribute to the fund.

QUESTIONS put to Mr. Yeames, Master R. N. by the Harbour Committee of Falmouth.

Question 1. WE believe you are a pilot for the British Channel?—Yes.

2. Do you consider Falmouth superior to Plymouth as a packet-station?—Yes, as westerly gales are the most prevalent in the Channel, in many cases 10 hours would be saved on the outward, and perhaps the same on the homeward-bound voyage; for example, we will suppose a steamer to start from Plymouth with a westerly gale; this would be a dead wind, and the distance to the Lizard 48 miles; further, as steamers only go at half speed against a head sea in a gale it would take her 12 hours to reach the Lizard. A steamer leaving Falmouth under the same circumstances would be sheltered by the western land, and be off the Lizard in two. The result would be the same with a gale from the eastward. I have even known a man-of-war steamer, and also others, when bound up Channel, after being out some hours, obliged to return to Falmouth.

3. Have you any recollection of steamers being unable to leave Plymouth when bound to the westward, or compelled to put back?—Yes, the Sir Francis Drake steamer has not been able to get down frequently, and H. M. steamer Spitfire, after being out 12 hours, and not reaching above 15 miles to the westward, was obliged to return. There is also another objection to Plymouth which I have to state, that is, should a steamer arrive at Plymouth at the commencement of a long winter's night in the Sound, she could not land her mails if it blew hard, or proceed up Hamoaze until daylight. Lord Durham was detained on board H. M. ship Inconstant three days and could not land; whereas at Falmouth the mails can be landed at all times and under all circumstances.

4. You are also a pilot for the Needles and Spithead?—Yes.

5. Would it be prudent for a steamer to run for the Needles in blowing or thick weather?—Certainly not; the Needles light, under the most favourable circumstances, cannot be seen far off, and there is in general a haze hanging over it, so that although within the distance of two miles, I have frequently been unable to see the light; besides, it would be attended with great danger to run for the Needles in a s. w. gale, unless the weather be very clear, which is seldom the case with the wind in that quarter; moreover the flood-tide, particularly the springs, runs here with great velocity, and sets directly in for Christchurch, the Needle and Fresh Water bays, which makes this part very dangerous, and even occasioned the loss of many vessels; whereas Falmouth can be entered at any time in perfect safety.

6. Allowing a steamer to have entered the Needles in safety, could she proceed in rough weather and in a dark night up Southampton Water?—I have not the slightest hesitation in saying the thing would be almost impossible; and in confirmation of this, I recollect the Forth, a Leith smack of 170 tons, waiting for daylight to proceed up the river.

7. Are there any dangers at the entrance of Southampton Water; if so, state them?—There are several; first there is the Bramble, an extreme shoal, with only one foot water on it, (which I have seen dry on two occasions); secondly, the Thorn, with 13½ feet on it; also a shoal extending a considerable distance off Calshot Castle Point, besides others in the river.

8. Do you recollect any vessels getting on shore on either of those shoals in the daytime?—Yes, the Royal George Yacht, having on board his late Majesty, got on shore several times, although in the daytime, and guided by two of the best local pilots.

9. Supposing a vessel could not enter the Needles at the commencement of a long winter's night, where would she proceed?—Outside the Isle of Wight to St. Helen's Roads.

10. What time would she reach Southampton in that case?—Not until 9 a. m. next morning, as she could not leave St. Helen's until daylight.

11. Then if she anchored at 8 p. m. she would have to remain there until 7 a. m. next morning?—In the winter this would be the case.

12. You have stated you are a pilot for Spithead; do men-of-war or large ships proceed from St. Helen's to Spithead at night?—Not unless they get sight of the Warner Buoy before dark; therefore the same objection applies to Portsmouth as to Southampton.

13. Do you recollect any losses occurring in attempting the Needle passage?—Yes; a transport in 1808, a frigate in 1810 or 1811, the Wolf 18 gun-brig in 1832 or 1833, the Happy Return (a packet sailing between Plymouth and Portsmouth) about the same time; and since that period the Clarendon West India-man in the neighbourhood; in three of the cases all on board perished.

(signed) Wm. Yeames.

AGREEABLY to the request of the Harbour Committee, Mr. Croke begs to observe that he has sailed out of the port of Falmouth for upwards of 22 years, nearly 16 of which, in the command of three different packets, during which time he never has had occasion in any single instance to put back after sailing, nor has he ever been driven to the eastward of the port after sailing, or ever overrun the port on returning, such are the facilities of sailing from and arriving at Falmouth.

Has anchored at all times during the darkest night, even before the erection of the light; has never in any one instance been prevented from embarking the mails in consequence of the state of the weather, or from landing them immediately on arrival; nor does he recollect any instance of the detention of embarking mails from weather.

Is not acquainted with any port of the Channel, more, or so safe as Falmouth; with the assistance of the Lizard and the harbour light can be taken with ease in the darkest night, and the heaviest gale.

(signed) *W. Ch. Croke,*
Lieut. R. N.

Falmouth, 6 July 1840.

STATEMENT of Facts on which *W. Wilson*, Manager, and *Richard Hosking*, Engineer, of the *Perran Foundry*, are ready to be examined. (Employ 80 people.)

THEY state that the Perran Foundry Company have been in the habit of repairing the machinery and boilers of such packets as have required it, from the commencement of Government and other steam packets running from Falmouth; and that they do not recollect an instance of any complaint either as to the execution of repairs, or delay.

Proximity of Situation.—That the foundry is situate about five miles from Falmouth by land, with water communication to the spot, and steamers may at all times lie afloat at Restronguet Creek, within about two miles of the foundry.

Capability.—They consider the concern capable of making and repairing marine engines of any sort and size, and on the most approved principles, and that they have lately executed an 85 inches cylinder engine for the United Mines Adventurers, the whole of which they were under a penalty to deliver within four months of receipt of the order; and they have since received a letter of thanks from the engineers under whose inspection it was made, for the execution of the machinery and the promptitude of completion.

Also, that no longer since than April last, they repaired within the space of one day the Tagus steam packet, which had proceeded many leagues to the westward of the Scilly Islands; whereas, had she been obliged to repair to any port to the eastward, many days must have elapsed, and a great delay and expense necessarily incurred.

Expense or Rate of Charges.—The nature of the repairs will of course affect this, but they have at all times been done on the most reasonable terms.

(signed) *William Wilson,*
for self and *R. Hosking.*

Sir,

Falmouth, 9 July 1840.

IN the absence of Messrs. W. and E. C. Carne I beg to acknowledge the receipt of your letter of the 8th instant, intimating that the Secretary of the British and Irish Steam Company have written to my Lords Commissioners of the Admiralty, that the captains of their vessels frequenting the harbours of Falmouth and Plymouth might be examined touching their knowledge of these ports. In reply I beg to state that I will make them acquainted with the wish of the Committee, and that they will be ready to receive their evidence at any time between the hours of 11 a. m. and 5 p. m. I beg to add that the captain of the steamer from Dublin, this evening arriving after the hour specified in your letter, is precluded the honour of meeting the Committee, but I will suggest some questions to him which I hope may be satisfactorily answered.

I have, &c.
(signed) *Robert Jordan.*

I BEG to state that a Foundry Company, in which I am a partner, have an establishment at Perran, near the end of a creek of the river Fal, about five miles from Falmouth, where steam engines and other machinery are made for the use of the mines, &c., and that marine engines belonging to Government, and other steamers, have been repaired by that company for many years past with dispatch and economy, and in a workmanlike manner.

A register of the winds carefully kept at Penzance during twenty-one successive years, shows the following result, namely, the number of days during which the wind blew from each of the eight principal directions:—North, 741 days; North-east, 781 days; East, 770 days; South-east, 835 days; South, 839 days; South-west, 1,145 days; West, 1,104 days; North-west 1,455 days; whence it appears that the wind during about one-half of the whole period was unfavourable either to a vessel proceeding up Channel, or to one coming down it.

The London and Cork steamers, for which my firm are agents, call at Falmouth on their voyage to Cork, and have repeatedly been prevented by bad weather from reaching Falmouth in proper time on their way from London. On some occasions their arrival has been delayed several days. In November 1838 the *Sirius* was 1½ day behind the time, the *Vulture* four days, and the *Hercules* three days.

They have been forced to call at Falmouth for coals on their way up Channel, and have also occasionally found it convenient to put back to this port for coals on their way to Cork.

Steam boats have been in the habit of receiving large supplies of the best steam coals, viz. Bryndowy, Graigola, Llangennack, and Neville's Llanelly coals from depôts on the shore, as well as from coal hulks; and there can be no difficulty in securing an ample supply of good coals to meet any demand likely to exist at Falmouth, either by adopting the means heretofore used, or by employing more coal hulks.

The cost of raising the sand from the harbour has been about 9 *d.* per ton, and is now reduced to 8 *d.* per ton, assuming a barge load to be only twelve tons; but in point of fact the barges take up much more, and in many cases that have come under my knowledge they have obtained from the purchasers payment for about 50 per cent. more than the Harbour Committee pay for. I think this work may be done at a still lower rate. Even if there were so much as 100,000 tons of sand to be removed in order to deepen the channel from the pool off Kiln Quay to the deeper water outside, I have no doubt that the money raised and to be raised in this neighbourhood, will be adequate to effect that object.

There appear to be no currents on the coast near Falmouth, except the tidal currents, which run hard at spring tides off the Manacles, Blackhead, and especially off the Lizard. Some experiments made off the Lizard at spring tide exhibited a tidal current having a velocity of about 2½ miles per hour.

Six hundred and sixty-five vessels bound from or to abroad, and irrespective of coasters, have called at Falmouth during the last 12 months for orders, repairs, or shelter, and in one day lately 24 vessels from different parts of the world called here for orders.

British and foreign merchants have gradually learnt to appreciate the advantage of making Falmouth a port of call in preference to any eastern port.

I have occasion to converse with the masters of a great number of vessels of various nations, and I believe that I never heard any one of them express an opinion to the disadvantage of Falmouth, but many of them speak in unqualified terms of praise of the facility of access and of the security which this port affords to shipping. It is usually stipulated in the charter-parties that they shall call at Falmouth.

If the packets were removed to any other port the consequences to Falmouth and its neighbourhood would be so lamentable and ruinous, that I shrink from the contemplation of the misery that would ensue to thousands of individuals, indeed the whole of Cornwall would suffer in a greater or less degree. At a county meeting held several months ago on the subject of constructing a railroad to Falmouth, which is under consideration, a most lively and intense interest was excited by the bare possibility of the packets being removed from Falmouth.

Falmouth, 9 (7 mo.) July 1840.

(signed) *Alfred For.*

<i>Sirius</i>	-	-	700 tons	-	-	320 horse power.
<i>Hercules</i>	-	-	500 "	-	-	200 "
<i>Emerald Isle</i>	-	-	500 "	-	-	160 "
<i>Vulture</i> , larger than the <i>Hercules</i> .						

TIME of ARRIVAL and SAILING of STEAM-VESSELS employed in Conveyance of MAILS to the *Peninsula*,
from 3 March 1839 to 23 February 1840.

VESSELS' NAMES.	ARRIVED FROM LONDON.		SAILED TO LISBON.		RETURNED FROM LISBON.	
	1839:					
Londonderry - - -	Sun.	Mar. 3 - 4 a.m.	Mar. 4 -	11 a.m.	Sat. Mar. 23 -	7.30 a.m.
Liverpool - - -	Sun.	— 10 - 6 —	— 11 -	10 —	Mon. — 31 -	4.30 p.m.
Royal Tar - - -	Sun.	— 17 - 8 —	— 18 -	noon.	Sat. Apr. 6 -	5 —
Iberia - - -	Sun.	— 24 - 3.30 p.m.	— 25 -	9.45 a.m.	Mon. — 15 -	2 —
Braganza - - -	Sun.	— 31 - 2 a.m.	Apr. 1 -	11 —	Sat. — 21 -	10.15 a.m.
Tagus - - -	Sun.	Apr. 7 - 7 p.m.	— 8 -	10 —	Sat. — 27 -	8 —
Royal Tar - - -	Sun.	— 14 - 2 a.m.	— 15 -	1 p.m.	Sat. May 4 -	2.40 p.m.
Liverpool - - -	Sun.	— 21 - 10.30 a.m.	— 22 -	9.30 a.m.	Sat. — 12 -	11.30 —
Iberia - - -	Sun.	— 28 - 4 —	— 29 -	10.30 —	Sat. — 19 -	1.15 a.m.
Tagus - - -	Sun.	May 5 - — —	May 6 -	10 —	Sat. — 25 -	8.45 —
Royal Tar - - -	Sun.	— 12 - 8.30 p.m.	— 13 -	12.30 p.m.	Fr. — 31 -	11 p.m.
Liverpool - - -	Mon.	— 20 - 11.15 a.m.	— 20 -	5 —	Sat. June 8 -	8.15 —
Iberia - - -	Sun.	— 26 - 7.30 p.m.	— 27 -	10 a.m.	Sat. — 15 -	6.20 a.m.
Tagus - - -	Sun.	June 2 - 2 a.m.	June 3 -	10.30 —	Fr. — 21 -	6.30 p.m.
Royal Tar - - -	Sun.	— 9 - 4 —	— 10 -	noon.	Fr. — 28 -	11 p.m.
Liverpool - - -	Sun.	— 16 - 2.15 p.m.	— 17 -	10.45 a.m.	Mon. July 8 -	3.30 —
City of Hamburg -	Sun.	— 23 - 9 —	— 24 -	1 p.m.	Sat. — 13 -	1 a.m.
Tagus - - -	Sun.	— 30 - 4.30 a.m.	July 1 -	10.45 a.m.	Sat. — 20 -	3.30 —
Royal Tar - - -	Sun.	July 7 - 4 —	— 8 -	12.30 p.m.	Fr. — 26 -	11.45 p.m.
Braganza - - -	Sun.	— 14 - 5 —	— 15 -	10.30 a.m.	Fr. Aug. 2 -	11.30 —
Iberia - - -	Sun.	— 21 - 10 p.m.	— 22 -	10.45 —	Sat. — 10 -	1.30 a.m.
Liverpool - - -	Tues.	— 30 - 5 a.m.	Tues. 30 -	1 p.m.	Sat. — 17 -	11.30 p.m.
Royal Tar - - -	Sun.	Aug. 4 - 4 —	Aug. 5 -	1 —	Sat. — 24 -	1.30 a.m.
Braganza - - -	Sun.	— 11 - 10 —	— 12 -	10.30 a.m.	Sat. — 31 -	6.30 —
Iberia - - -	Sun.	— 18 - 9 —	— 19 -	10.30 —	Sat. Sept. 7 -	6.45 —
Tagus - - -	Sun.	— 25 - 2 —	— 26 -	10.30 —	Sat. — 13 -	midnight.
Royal Tar - - -	Sun.	Sept. 1 - 6 p.m.	Sept. 2 -	1.15 p.m.	Sat. — 21 -	5 a.m.
Liverpool - - -	Mon.	— 9 - 8.50 a.m.	— 9 -	5.30 —	Sun. — 29 -	9 —
Braganza - - -	Sun.	— 15 - —	— 16 -	11.45 a.m.	Sat. Oct. 5 -	9.30 —
Iberia - - -	Sun.	— 22 - 3 a.m.	— 23 -	10.30 —	Sat. — 12 -	12.30 —
Tagus - - -	Sun.	— 29 - 9.45 —	— 30 -	noon.	Sat. — 19 -	8.30 —
Liverpool - - -	Sun.	Oct. 6 - 6 —	Oct. 7 -	10.30 a.m.	Sat. — 27 -	10.30 —
Braganza - - -	Sun.	— 13 - 10 p.m.	— 14 -	11.45 —	Sat. Nov. 2 -	4.15 —
Iberia - - -	Sun.	— 20 - 5 a.m.	— 21 -	11.0 —	Fr. — 8 -	4.30 p.m.
Royal Tar - - -	Sat.	— 26 - 8.15 p.m.	— 28 -	0.30 p.m.	Sat. — 16 -	3.45 —
Tagus - - -	Sun.	Nov. 3 - 8 —	Nov. 4 -	11.30 a.m.	Sun. — 24 -	5 a.m.
Braganza - - -	Sun.	— 10 - 10 —	— 11 -	11 —	Sat. — 30 -	6 p.m.
Liverpool - - -	Sun.	— 17 - 3.30 —	— 18 -	10.30 —	Wed. Dec. 18 -	noon; 11 days after time.
Iberia - - -	Sat.	— 23 - 8 —	— 25 -	1.30 p.m.	Sun. — 15 -	8 a.m.
Royal Tar - - -	Sun.	Dec. 1 - 3.30 —	Dec. 2 -	11.30 a.m.	Fr. — 20 -	7.30 p.m.
Braganza - - -	Sun.	— 8 - 10.30 —	— 9 -	2 p.m.	Sun. — 29 -	5.45 —
	1840:				1840:	
Juno - - -	Sun.	— 15 - 6 a.m.	— 16 -	11.15 a.m.	Sat. Jan. 4 -	3 a.m.
Iberia - - -	Sun.	— 22 - 11 —	— 23 -	4.30 p.m.	Sat. — 11 -	6 p.m.
Emerald Isle - - -	Sat.	— 28 - —	— 30 -	11.45 a.m.	Sat. — 18 -	2 —
	1840:		1840:			
Royal Tar - - -	Sat.	Jan. 4 - 9.30 p.m.	Jan. 6 -	noon.	Mon. — 24 -	6.30 —
Braganza - - -	Sun.	— 11 - midnight.	— 13 -	11 a.m.	Sat. Feb. 1 -	noon.
Royal Adelaide - -	Mon.	— 20 - 3 p.m.	— 21 -	4 —		
Put back and left again at noon - - -			— 22 -	—	Sun. — 9 -	4.30 p.m.
Iberia - - -	Wed.	— 29 - 6 p.m.	Jan. 30 -	7.30 p.m.	Sat. — 22 -	10 a.m., one week after time.
Emerald Isle - - -	Mon.	Feb. 3 - 6 —	Feb. 5 -	5 —	Tues. — 25 -	7 a.m.
Royal Tar - - -	Sun.	— 9 - 5 —	— 10 -	noon	Sat. — 29 -	11 —
Braganza - - -	Mon.	— 17 - 6 a.m.	— 17 -	5 p.m.	Fr. Mar. 6 -	9 p.m.
Royal Adelaide - -	Sun.	— 23 - 6 —	— 24 -	11.30 —	Sat. — 14 -	8 a.m.

THE City of Londonderry did not arrive at Falmouth from London in consequence of boisterous weather, until Monday 30th October, at 4. 30. p. m. 1837, sailed with the mails 31st instead of the 30th.

The Tagus sailed with the mails at 10. 15. a. m. 19 Dec. 1837, and returned at 7. 30. a. m. 21st, and sailed again at 3. 30. p. m. same day, with the additional letters received that morning.

The Emerald Isle did not arrive at Falmouth from London until Sunday 24th Dec. 1837, at 9 p. m. in consequence of head-winds, and took on board 93 tons of coals during the night, and proceeded with the mails about noon the 25th.

The Londonderry did not arrive in Falmouth until Monday, 1. 30. a. m., 8th January 1838, took in 62 tons of coals, and sailed for Lisbon with the mails at 11 a. m.

The Tagus did not arrive at Falmouth from London until Monday 26th Feb. 1838, at 3 a. m., took on board 75 tons of coals, and proceeded with the mails in the afternoon of that day.

The Iberia did not arrive at Falmouth from London until 3 p. m. Monday 9th April 1838, in consequence of a gale from the w. n. w.; she took on board 60 tons of coals, and left at 9 p. m. with the mails, being detained coaling, &c. only six hours.

The Liverpool did not arrive from London until Monday the 21st May 1838, at 1. 30. a. m., left again at noon same day after taking on board 66 tons of coals.

The Royal Tar returned from sea at 4 p. m. 18th October 1838, having received damage in a gale of wind; her mails and passengers were transferred to the Iberia on the 22d October.

The Iberia left for Lisbon, &c. on the 26th Nov. 1838, returned on Monday 3d Dec. 1838, at 9 a. m. with rudder head damaged, her mails and passengers were transhipped on board the Braganza 3d Dec. 1838; the Iberia had a new rudder made here, and proceeded with the mails of the next week.

The Braganza did not arrive from Plymouth, in consequence of having been driven ashore in Stonehouse Pool and unshipped her rudder, until Tuesday night, 6. 40. p. m. 8th Jan. 1839, and left same night at 9 p. m. In consequence of her going to Plymouth for her coals the mails were detained 36 hours.

The Iberia did not arrive from Plymouth until Monday at noon, 14th January 1839, and left again at 1 p. m.; the passengers and mails were put on board, and the ship only detained one hour.

The Iberia arrived from London and Plymouth on Monday the 18th February 1839, at 9. 30. p. m. and left with the mails, passengers, at 11 p. m. remaining in one hour and a half; the mails detained 12 hours.

The United Kingdom steamer, 1,000 tons, left Spithead on Thursday evening the 18th July 1839, and did not arrive at Falmouth until 10. 45. p. m. 21st July 1839, being three days coming from Spithead.

The Liverpool did not arrive from London until Tuesday at 5 a. m. 30th July 1839, and left with the mails at 1 p. m. same day, taking on board 52 tons of coals; the mails being detained in consequence of the non-arrival of the steamer 26 hours.

The Royal Adelaide did not arrive until 3 p. m. 20th Jan. 1840, Monday, and sailed with the mails 21st at 4 a. m., having taken on board 70 tons of coals during the night.

The Iberia did not arrive from London until Wednesday 29th January 1840, at 6 p. m., and left with the mails on the 30th at 7 p. m.; took on board 85 tons of coals; mails detained by non-arrival of the vessel two days.

Robert Jordan.

Falmouth, 10 July 1840.

City of Limerick Steamer, Falmouth Harbour,
9 July 1840, 9 p. m.

THIS is to certify that I have commanded the abovenamed steamer nearly four years, during which period I have made 76 voyages from Dublin to London, touching at Falmouth occasionally. I can therefore unhesitatingly declare that there is no port in the Channel more easy of access, or where a steamer can ride at anchor in greater safety; and I have never found any difficulty either in discharging or taking in cargo in the most stormy weather; and as the ground in the inner harbour is perfectly soft, no steamer can receive harm by touching the ground.

(signed) *Jno. Moffitt.*

IN compliance with the request of the Falmouth Harbour Committee, I hereby certify, that during the period of two years and a half, in which I have performed 26 voyages from Falmouth to Gibraltar, as Admiralty agent, on board the Peninsula contract steam packets, I have not experienced any delay of consequence occasioned by fog in making the land, or difficulty in entering the port of Falmouth as far as Carrick Roads, where the mails can be landed at all times in safety.

(signed) *Lewis D. Mitchell,*
Falmouth, 8 July 1840. Lieut. R. N. Admiralty Agent.

AT the request of the Falmouth Harbour Committee, I beg to certify that I have been 22 months employed as Admiralty agent on board the contract steam vessel, for the conveyance of Her Majesty's mails to and from Gibraltar, during which time I have made 19 voyages, and that I have never experienced the slightest detention on making or entering the harbour of Falmouth, either from foggy weather, or other causes.

Given under my hand, at Falmouth, this 9th day of July 1840.

(signed) *Chapman Wise,*
Lieut. R. N. Admiralty Agent.

Gentlemen,

Falmouth, 9 July 1840.

I BEG to acquaint you, that I have commanded Her Majesty's packet *Reindeer*, sailing from the port of Falmouth for the last ten years, and from the experience I have had of it, I have no hesitation in saying that it is the best port, and the easiest of access in the British Channel; my reasons for so saying are:

1. Its advantageous situation with respect to that well known headland the Lizard, a point which all are anxious to make on entering the Channel, and when once, made your entrance to Falmouth, in a few hours, whether by night or day, and in any weather, is nearly certain.

2. Its boldness of coast, having no dangers about it (except the Manacles) which would deter a ship from steering confidently for it, even in thick weather, when once the Lizard had been seen.

3. Its well known safety when once within its headlands, no ship having ever been lost when at anchor in the port or roads; when due sailorlike precaution has been used to secure her.

4. Its excellent position as a port of departure for packets, contrasted with eastern ports; a ship leaving Falmouth with a west-north-west wind could clear Ushant; whereas a ship starting from Plymouth or any eastern port, would find considerable difficulty in getting so far to the westward as to be able to clear that point during the winter westerly gales, which might so disable her before reaching the longitude of the Lizard, as to oblige her to seek Falmouth as a harbour of refuge.

5. The

5. The great ease with which ships get at once to sea from this port, which has been proved frequently by the sailing packets leaving the harbour in all weathers, and making their voyage when other ships have been detained at their anchorages, in other ports. In the year 1833 I sailed in the *Reindeer* in the month of December, for Rio de Janeiro, and on arriving on the coast of Brazil, although numerous vessels from Europe had been long expected, the *Reindeer* was the only arrival for a considerable period, which I consider to be mainly attributable to the excellent position of the port of Falmouth, which enabled us to get clear out of the Channel, when from an eastern port we could not have done so.

I have, &c.
(signed) *H. P. Dicken,*
Lieutenant.

To the Falmouth Harbour Committee.

The Statement of Walter Clatworthy.

HAVING been at Falmouth in the management of the superintendent's office for 17 years, I can state with confidence that no weather that a packet could sail with, ever prevented the embarkation or landing of the mails, and that no complaint was ever made tending to show that there was the slightest difficulty in the harbour of Falmouth to prevent boats landing and embarking at all hours, by night or day, with common care; and that when an easterly gale has set in, and the packet about to start has been obliged to close-reef before starting, there has not been a sea in Falmouth harbour to prevent the mails being embarked. The exertions used by the Post-office department after the arrival of the mails for embarkation, as well as their dispatch when landed from a packet, few can judge of unless they have been eye witnesses (as I have) of the immense labour required, and I can vouch for not one minute being lost by that department at those periods, from the regularity with which everything is conducted.

It may be presumptuous in me to speak of the valuable localities of this port, but from natural observations, and using the most laconic language, I think I am borne out in stating that there exists within the precincts of this port every resource that the most extensive establishment may require.

Falmouth, 9 July 1840. (signed) *W. Clatworthy.*

STATEMENT of Contract Steam Vessels' Detentions and Times of Putting Back, with the Reasons why, their regular Sailing Day being every Monday after Arrival of Mail.

Monday, 30th October 1837.—The City of Londonderry did not arrive at Falmouth before 4. 30. p. m.; sailed Tuesday, 31st, 5 a. m.; put back at 3 p. m.; and detained until Friday, 3d November, 10 a. m.; reported each day to Admiralty from bad weather, &c.

Monday, 18th November.—Tagus was detained by weather, sailed 19th, and put back 21st, 8 a. m. and sailed again 3. 15. p. m.; reported in daily letters.

Monday, 25th December.—Emerald Isle detained to coal until 1. 30 p. m., from not getting down Channel before 8 p. m. Sunday 24th; reported in daily letter.

Monday, 19th February 1838.—City of Londonderry sailed 6. 10. p. m.; put back 28th; broke down, reported by special letter.

Monday, 26th February.—Tagus arrived from London 6 a. m. from stress of weather; sailed 5. 30. p. m., reported.

Monday, 15th October 1838.—Sailed Royal Tar, and put back the 18th in a leaky and defective state; specially reported.

Monday, 24th June 1839.—City of Hamburg was detained three hours by flues being over heated; specially reported.

Monday, 23d December 1839.—Iberia detained until 24th, 8 a. m. ; put back again at 3 p. m. from weather, and sailed again 25th ; reported each day.

Monday, 20th January 1840.—Royal Adelaide sailed 7 p. m. ; put back on Tuesday at 5 a. m. from stress of weather ; sailed again 22d ; reported each day.

Thursday, 30th January 1840.—Iberia arrived, but ought to have arrived Monday 27th from London ; sailed 3 p. m. 30th ; reported.

Monday, 3d February.—Emerald Isle detained by weather to 5th ; reported each day.

Monday, 6th April.—Tagus sailed, put back the 11th with larboard engine defective and useless ; specially reported.

(signed) *Hamway Plumridge.*

Shannon Steamer, Falmouth Harbour,
10 June 1840.

THIS is to certify that I have, as chief mate of the City of Limerick, and mate and master of the Shannon steamers, made upwards of 50 voyages to and from Dublin to London, touching at Falmouth and Plymouth, and I candidly confess that I consider the harbour of Falmouth equal to any other harbour in the Channel, for this reason ; I can run into a place of safety in Falmouth Harbour in the darkest night without any anxiety ; I am decidedly of opinion there is not a more convenient harbour in the Channel for steamers for all purposes.

(signed) *Frederick Higginson,*
Commander of the Shannon.

FEELING as I do the welfare of my port at heart, I am in duty bound to endeavour, in my humble opinion, to state the peculiar advantages which are attached to it.

Sailing from Falmouth with a strong westerly wind, carrying the fore and aft sails of a steamer, you might probably be able to clear Ushant, and with the variation of a point or two of wind to the northward of west, get round Cape Finisterre, and make a quick passage. How difficult would it be with a short head sea to get so far as Falmouth. The Lizard and Blackhead land cannot be mistaken ; the soundings are very accurate, and in the parallel of longitude with the Lizard, from 45 to 65 fathoms, you will have small brown stones the colour of horse-beans and scallop shells ; this, in thick weather, is a great advantage over the ports of the eastward, the land and soundings not being so well known, and great risk attending vessels going up and down channel.

9 July 1840.

(signed) *John Bute.*

I HAVE commanded a man-of-war and packet about eight years on the Falmouth station, during which time I was never prevented from sailing when required, or found any difficulty in getting to sea ; was never driven back, though often encountering strong and contrary winds immediately after sailing. In returning into port I have entered it at all times at night, and in the day in very thick weather, making the land when it could only be discerned two or three miles off, and finding our way into Falmouth when I think it would not have been safe to have made the land, after a long voyage, in any other port of the Channel. I consider Falmouth Harbour the best port for egress and ingress in the Channel, and by far the safest when in, having rode out many a heavy gale without meeting the least accident.

Falmouth, 9 July 1840.

(signed) *John Hill, Lieutenant.*

To the Harbour Committee of the Port of *Falmouth*.

Gentlemen,

I BEG leave to state, that I command Her Majesty's brig *Pandora*, and have been employed in conveying the mails to and from *Falmouth* from May 1836 to this date, and that I have come into and gone out of the port in every kind of weather, and at all hours, without the least difficulty or hesitation ; and further consider it the safest port in the British Channel to make and enter in the worst of weather.

have embarked and disembarked Her Majesty's mails in all weathers the moment they were ready, and proceeded to sea in an hour from the time of their delivery.

I sailed in the *Pandora* with the Brazil mail on the 7th February last, in a strong gale from the westward, when the *Devonshire*, a large class Dublin steamer, having left London for *Falmouth* on the 29th January, did not arrive until 8th February. Mrs. Mills and family, passengers on board, who had engaged their passage by *Pandora* to Madeira, thereby lost their passage, having been informed they would reach *Falmouth* on Monday previous to *Pandora*'s leaving on the Friday. From the violence of the gale, the wind at W. by S. (true), the *Pandora* was obliged to keep the English shore on board, but had it been a first-class steamer, proceeding from *Falmouth* with the mails, it is my decided opinion, with her steam and trysails set, she would have easily weathered Ushant, and by that means have soon reached to the southward into better weather, and continued her voyage without difficulty.

Given under my hand, at *Falmouth*, this 8th day of July 1840,

(signed) *Robert W. Innes*,
Lieut. and Commander.

Thomas Symons, of Little *Falmouth*, shipbuilder, begs to state :

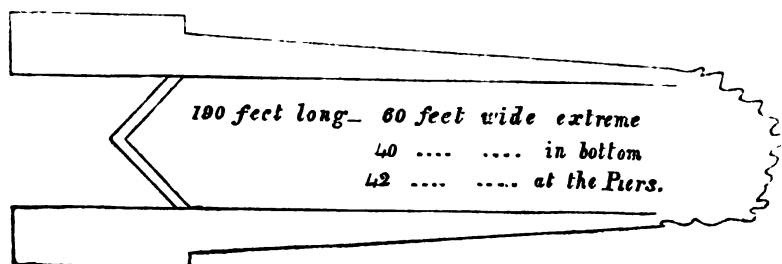
That his shipwrights' yard is situated within the harbour of *Falmouth*. That he has built and repaired sailing vessels and steam vessels. That he has a dock 190 feet long, 60 feet extreme breadth, 40 feet wide in the bottom, 42 feet wide between the piers. That the tide at high water flows within two feet of the top, and that there is 18 feet of water at the dock entrance (the dock gates are at present down, and the pier head in progress of repairing) ; the dock can be extended to any further necessary length or breadth, there being plenty of room.

He has also in the yard a patent hauling-up slip, at present calculated to haul up vessels of 700 tons ; this slip also can be made available for ships of much larger tonnage.

The yard is situated within four miles of an extensive foundry at *Perran Wharf*, from whence machinery and engine-work can be easily obtained, and from whence he has often been supplied for repairs of Government and other steam vessels. That shipwrights can at all times be easily procured in the neighbourhood, and repairs effected as expeditiously as required ; that the yard is extensive, and a storehouse and other accommodation. That there are also three established shipwrights' yards within the port.

Little *Falmouth*, 10 July 1840.

(signed) *Thomas Symons*.



Supplied the Peninsula Company's steamers with coals for about three years, during which period the coal vessel was never prevented by the weather from giving the steamers their sufficient supply for the voyage in proper season. Since the Peninsula Company have provided themselves with coals, they have had the John coal hulk in almost constant employ, and have always been enabled to supply the steamers with their coals in proper time; never knew an accident to occur in coaling steamers during the five years that they have come under my notice. The average rate of supplying coals is about 12 tons per hour, although I have known them to have been put on board at the rate of from 14 to 15 tons per hour from one vessel. The best Graigola coals cost 11 s. per ton, and perhaps 7 s. per ton would be an average freight from Swansea to this port, as the immense quantities of copper ore sent there greatly tend to lower the freights.

Recollect supplying the Tagus during a heavy gale from s. s. w. when it was reported that the Cork steamer could not be supplied in Catwater. Supplied the Emerald Isle steamer one night when it was so dark, that in consequence of the steamer's light being extinguished when she brought up in the inner harbour, that we were obliged to send the boat to search for her; they were absent full a half-hour, having been pulling about the harbour in search of the hulk after they had found the steamer, although the hulk was only two warps' lengths from the Emerald Isle, which proves with what facility vessels can enter our port in a dark night. Supplied the Fawcett steamer with coals, after which she left this port for London, and having got to the eastward of the Eddystone, was obliged to put back to Falmouth, the Captain preferring to run from Falmouth instead of Plymouth. Before the Peninsula Company's vessels carried the mails, or perhaps even thought of doing so, they invariably called at Falmouth to receive their supplies of coals. The East India Company's vessels generally call here, and but three weeks since the Pacific Ocean Company's steamer, Chili, called here for coals, as also did the Queen Adelaide from Southampton, bound to Oporto, the Captain of which latter vessel informed me that he was detained on his passage from Newcastle in consequence of fog four or five hours, before he could make Southampton. The Royal Tar steamer, when employed in taking troops to Spain, always received the principal part of her coals at this port, and such was the dispatch and quality of coals rendered, that Capt. Symonds wrote a letter to the owners expressive of his approval.

(signed) *Edward C. Downing.*

Falmouth, 13 July 1840.

THE undersigned begs to state, that during the last three months 13 barges have been dredging sand for the purpose of deepening the inner harbour of Falmouth, the expense of which is defrayed by private subscription.

The estimated quantity paid for to the 4th instant amounts to 5,518 tons, in which calculation small barge loads are called 12 tons each, and the large loads 18 tons each, but as the bargemen are known frequently to sell the former for 15 tons, and the latter 20, 22, and even 25 tons, it may be safely assumed that the actual quantity removed amounts to about 7,000 tons.

Not more than one-eighth of the sum subscribed has been expended in the above work, and as this amount is continually increasing, and at the same time each successive contract for removing the sand is taken at a lower rate, there appears to be sufficient means at the disposal of the committee to continue the dredging until a large portion of the inner harbour, together with a channel to the outer anchorage, be rendered sufficiently deep for the largest class steam vessels at all times of tide.

(signed) *Wm. Crouch, jun.*

Falmouth, 9 (7 mo.) July 1840.

FALMOUTH.

FALMOUTH.

A STATEMENT of the Number of Times, with Dates, &c., when PACKETS have Missed the PORT of FALMOUTH during the last Seven Years, and the Cause thereof.

DATE.	NAME OF PACKET.	WHENCE.	PORT OF ARRIVAL.	CAUSE.
1833:				
October 21 -	Pike - - -	Lisbon - - -	Plymouth - - -	heavy s. w. gales.
November 27	African (steamer)	ditto - - -	- ditto - - -	- ditto.
December 30	Plover - - -	ditto - - -	- ditto - - -	- ditto.
1834:				
January 7 -	Rinaldo - - -	America - - -	- ditto - - -	- ditto.
„ 18 -	Firebrand (steamer)	Lisbon - - -	Portsmouth - - -	- ditto.
March 18 -	Carron (steamer)	ditto - - -	Mount's Bay - - -	- - Easterly gales, could not fetch Falmouth.
1836:				
January 28 -	Pluto (steamer) -	Mediterranean -	Plymouth.	
November 19	Espoir - - -	Lisbon - - -	- ditto - - -	s. w. gales.
1837:				
February 10	Hope - - -	Mexico - - -	Fowey - - -	- ditto.
1838:				
November 24	Skylark - - -	Halifax - - -	Valentia - - -	easterly gales.
1840:				
January 25 -	Magnet - - -	West Indies - -	Plymouth - - -	s. w. gales.
March -	Skylark - - -	Brazils - - -	Valentia - - -	easterly gales.
„ -	Lapwing - - -	Mexico - - -	Ireland - - -	- ditto.

(signed) W. Gay, Agent.

Similar occurrences took place before the transfer of the Post-office Packets to the Admiralty.

Hon. Sirs,

Falmouth, 13 July 1840.

I HEREBY beg leave to state that I have a coal hulk in this harbour capable of containing 500 tons of coals; that I have from time to time delivered into steamers, coal at the rate of from 10 to 15 tons per hour, and that I can (provided due notice be given) get ready on deck 100 tons, which could be put on board a steamer in six hours, in a case of necessity, by employing extra hands; having already had the above quantity on deck, and at the very time H. M. packet Ranger was driven on shore in this place, the hulk at the time being deeply laden.

I beg further to state that I have not at any time been prevented from putting coal into steamers from stress of weather, but on the contrary have been able to coal steamers, both by night and by day, without any interruption.

With every respect I beg to subscribe myself,

Yours, &c.

To the Hon. the Commissioners of Inquiry, &c. &c.

(signed) Robert V. Wynn.

Gentlemen,

Falmouth, 16 July 1840.

WE have now brought before you such parties as we thought could assist you in the important inquiry you have been requested to institute. In doing this we have been earnestly desirous of selecting those gentlemen whose motives are above all suspicion, and who for the most part, at all events those on whom we most rely for the strength of our case, are wholly unconnected with the port either by property or family relations.

We have presented them to you uninfluenced by any other consideration than that of professional honour; and we have heard with unmingled satisfaction the plain and convincing evidence they have given; to them all we are bound to tender our best and most grateful acknowledgements.

One point to which your inquiry has been directed we think remains for us to afford you complete satisfaction upon, and that is, the accommodation of our inner harbour for the reception of the steamers which the company intend to employ, and it becomes us to state that no means in our power shall be wanting to comply in every respect with their requirements.

We are at present engaged in deepening a space where the coal depôts may lie, and we have no hesitation in entering upon personal responsibility that sufficient room shall be prepared by December 1841, for three coal hulks if they be required, according to the plan which has been presented to you, and that a channel shall be formed from this space to the Carrick Roads sufficiently large and deep to admit the largest class steam vessels at the lowest spring-tides.

And should any wharfage or cellarage be required on the shore, we can readily assure the contractors that such a space shall be obtained for any erections they shall think fit to make for the purpose they may specify.

No effort shall be wanting in the appointment of a harbour-master, for the purpose of keeping the space allotted to the steam vessels clear, or in furnishing every possible accommodation to the contractors, should you be of opinion that Falmouth is the port best adapted for the continuance of the packet station, and we beg to assure you that every attention shall be paid to your recommendations, if you deem it right to state them, or to the communications of the contractors should they be pleased to make them.

We cannot allow this important proceeding to close without expressing our thanks for the manner in which this inquiry has been conducted; and while we place in your hands the interests of a town which must be inevitably crushed by a decision adverse to its interests, we are assured that you will carry out your instructions with the greatest impartiality and strictest justice; at the same time we would venture to reiterate the sentiments contained in our memorial, "that considering the importance of the undertaking, and the amount of capital embarked, the claims and objections of the contractors deserve serious consideration; yet it is humbly submitted that the welfare of a town having 11,000 inhabitants, besides a large proportion of the population of this important county who are deeply interested in this matter, and the great amount of capital which has been called into existence, and which depends so completely on the packet establishment, deserve the greatest possible attention; and if any importance attaches to vested rights, the preservation and prosperity of Falmouth, one of the finest ports in Great Britain, must be deserving of equal if not superior consideration to the interests of even a Royal chartered company; and as the Lords Commissioners of the Admiralty have placed the decision of this momentous question in the hands of the Committee, it is humbly presumed that it will be some material advantage to the nation at large which will induce them to recommend an alteration in the present arrangements for the receipt and transmission of the mails, fraught as it would be with such extensive ruin to so many persons whose whole support is derived from the "Packet establishment."

We have, &c.

(signed) *J. Blight*, Mayor,
Chairman of the Harbour Committee
on behalf of Falmouth and its Vicinity.

For Lady *Basset*,
W. Reynolds.
For Lord *Wodehouse*,
John Pollard.

To the Harbour Commissioners,
&c. &c. &c.

Agent's Office, Falmouth,
18 June 1840.

Sir,

ON the other side I send you a return of the average time it takes in making up a mail here, both homeward and outward. Much of course depends on the size of them; they are, however, always dispatched without the least delay taking place.

I have, &c.
(signed) *Wm. Gay*, Agent.

FALMOUTH.

A STATEMENT showing the Time required for making up MAILS for Places Abroad, and in Sorting and Dispatching those arriving in this Country.

DESCRIPTION OF MAILS.	WHEN FORWARDED.	AVERAGE NUMBER OF HOURS.
OUTWARDS :		
Portugal, Spain and Gibraltar - - - - -	weekly -	3
Portugal, Spain, Gibraltar, Malta and Ionian Islands - - - - -	fortnightly -	3 to 4
Portugal, Spain, Gibraltar, Malta, Ionian Islands, Egypt, India - - - - -	monthly -	5
Madeira, Brazils, Monte Video and Buenos Ayres - - - - -	monthly -	2 to 3
Jamaica, Leeward Islands, Hayti and Columbia - - - - -	fortnightly -	4
Ditto - - ditto - - ditto - - - - -	fortnightly -	5
And on the same day Bahamas, Cuba, Honduras and Mexico - - - - -	monthly -	
Boston, Halifax, Quebec, &c. - - - - -	monthly -	2 to 3
HOMEWARDS :		
Portugal, Spain and Gibraltar - - - - -	—	1½
Portugal, Spain, Gibraltar, Malta and Ionian Islands - - - - -	—	3 to 4
Portugal, Spain, Gibraltar, Malta, Ionian Islands, Egypt, India - - - - -	—	5
Brazils, Monte Video and Buenos Ayres - - - - -	—	2½
Jamaica, Leeward Islands, &c. - - - - -	—	4 to 5
Mexico and Cuba - - - - -	—	2
America - - - - -	—	3 to 4

The homeward mails will take the hours stated above to sort them ; but if they arrive after the Exeter coach has left (5. 35 p.m.), by which the cross letters for the North Road, Ireland and Scotland, are forwarded, the Mails are then sent by the “ Quicksilver,” and the principal part of the cross-road letters go to London ; they then do not take so much time to sort them in this office.

The above is the nearest calculation that can be made, but will vary according to the size of the Mail out or home, for they are not always of the same bulk.

(signed) *Wm. Gay*, Agent.

Agent's Office, Falmouth,
18 June 1840.

NUMBER of Vessels cleared at this Port from Quarantine, in each of the last Six Years, ending 5th July 1840.

Year ending 5th July 1835	-	-	-	-	100
— 1836	-	-	-	-	122
— 1837	-	-	-	-	122
— 1838	-	-	-	-	172
— 1839	-	-	-	-	242
— 1840	-	-	-	-	281

Customs, Falmouth,
8 July 1840.

(signed) *Edward Hull*,
Coll^r.

Sir, Royal Tar Steamer, Falmouth, 11 July 1840.

I BEG to acknowledge the receipt of your letter of this morning, and regret that, as my ship is preparing for sea, it is not in my power to give that attention to the subject of your letter which it requires.

W. S. Genn, Esq. Falmouth.

I am, &c.
(signed) *Geo. Brooke*.

A LIST of PILOT BOATS belonging to the Port of *Falmouth*.

Pearl	-	-	35	tons	-	-	-	carries	4	Pilots.
Friendship	-	-	35	-	-	-	-	—	4	ditto.
Spy	-	-	33	-	-	-	-	—	4	ditto.
Harriet	-	-	25	-	-	-	-	—	4	ditto.
Dart	-	-	25	-	-	-	-	—	2	ditto.
Providence	-	-	24	-	-	-	-	—	4	ditto.
Victoria	-	-	33	-	-	-	-	—	1	ditto.
Constantine	-	-	29	-	-	-	-	—	1	ditto.
Saucy Jack	-	-	15	-	-	-	-	—	2	ditto.
Union	-	-	10	-	-	-	-	—	1	ditto.
Fal	-	-	10	-	-	-	-	—	2	ditto.
Cardinal	-	-	6	-	-	-	-	—	1	ditto.

Two six-oared galleys at Coverack (west of Manacles), where two pilots are stationed to look out; two six-oared galleys at Falmouth, and three six-oared and one four-oared at St. Mawes, where some of the pilots are always on the look-out on the hills.

Custom-house, Falmouth,
8 July 1840.

(signed) *Edw. Hull*,
Sub. Com. of Pilotage.

I do hereby certify, that I have been a pilot for upwards of 30 years, in the port of Falmouth, and that I could, under any circumstances of wind or tide, and in any weather that would enable me to get a glimpse of the land, either to the eastward or westward of the Manacles, take charge of and bring in perfect safety into the harbour of Falmouth, any of the largest class steamers; the said harbour being easily accessible at all times of tide, and in all kinds of weather that would enable such steamer to make head-way.

Given under my hand at Falmouth, 8 July 1840.

(signed) *Bennet Lowry*,
First Class Pilot.

THIS is to certify, that I have been 28 years a pilot in the port of Falmouth, and provided I could get a sight of the land at any place between the Dodman and the Lizard; I could take charge of, bring in and anchor in perfect safety, any of the first class of steamers in the harbour of Falmouth, either by day or night, at any time of tide, and in any kind of weather, the said harbour being easy accessible and safe at all times for such vessels.

Given under my hand at Falmouth, 8 July 1840.

(signed) *Edward Lowry*, Pilot.

THIS is to certify, that I could at all times of tide and in any weather that would enable me to get a glimpse of the coast between the Deadman and Scilly, either by day or night, take charge of and safely bring into the harbour of Falmouth, and moor her in perfect safety, any of the first-class steamers; and I further certify that the said harbour is accessible for such vessels at all times and under any circumstances whatever.

Given under my hand at Falmouth, 8 July 1840.

(signed) *Nicholas Jenking*,
Pilot 1st Class since 1808.

THE port of Falmouth is at the south-western extremity of our island. It constitutes a safe and commodious harbour and roadstead, and affords excellent shelter. The roadstead would contain a fleet at all times of tide; and, when all its various advantages are justly estimated, is allowed to be one of the most important ports in our island.

The lighthouse that has been lately erected within St. Anthony's Point leads you into the excellent anchorage, Carrick Roads, the soundings varying from 8 to 18 fathoms at low water, and, with that of Cross Roads and St. Just Pool, was a favourite anchorage and position of Lord St. Vincent for the Channel fleet in time of war, when it was also as famous for being used as a rendezvous for convoys of merchant vessels, as it now is for wind-bound traders and shipping arriving from foreign stations for orders, and to ride out their quarantine in safety. In war time it has contained 400 merchantmen, besides men-of-war, with numerous packets in the inner harbour at the same time. We have no other harbour offering such facilities of ingress at all times, and of egress to the Bay and Western Ocean, when it was even impossible for vessels to reach Falmouth from the eastern ports; and this has been found to be the case with the Peninsular steamers on six occasions, when they have not been able to get down Channel to their proper appointed time. Recent instances can be adduced of vessels having made voyages out to the West Indies and home, whilst other vessels, bound to the westward, have remained wind-bound at Plymouth and Portsmouth.

The inner harbour has depth of water from 12 to 14 feet at low water; the bar constitutes it a commodious haven; and there is 11 feet 3 inches at low water; and the tide rises at the rate of 3 feet per hour for the first two hours, and the third hour.

It may not be irrelevant to add, that moorings are already laid down, and two pairs could be spared for the steamers, when the sailing packets no longer take the West India mails. Coals, too, should be cheaper here than to the eastward; added to which, as the mails could not be taken in until arrival at Falmouth, the spacious mail rooms might be filled for the use of the voyage to Falmouth, which could not be done were they embarked at Southampton. In conclusion, it must be remembered that, in the immediate neighbourhood, and accessible by water carriage, we have two foundries of the first magnitude, where steam machinery is made of the largest dimensions, and, I am given to understand, at more reasonable charges than at the eastern ports.

The depôt at Mylor might be made available for a south-western steam refitting place, where spare gear of the various class engines might be kept in constant readiness, to replace defects of every description.

As regards Southampton and steamers, I have been detained a whole night, blowing strong, in a steamer in Christ Church Road, with the Needles light in sight, but not able to steam between the island and the main until daylight. Another circumstance is, that there is generally a haze hanging over the Needles light, so that frequently it is not seen until about two miles off, sometimes less, and of course attended with danger running for the Needles passage in a south-west gale, unless clear weather; added to which, the soundings do not give a sufficient warning of the danger, and it would frequently happen that a steamer could not get through the passage in winter months; but, allowing the steamer to enter the Needles in safety, in blowing weather and a dark night she could not proceed up to Southampton, as there is the Bramble shoal, the Thorn, and a shoal half a mile off Calshot Castle. Generally speaking, in westerly, and also on arrival during easterly, gales, 11 or 12 hours would be saved by steamers starting from Falmouth rather than from Plymouth, and in proportion from the other eastern ports, as, of course, little more than half speed can be given to them when it blows an adverse gale, with sea on.

Falmouth, 8 July 1840.

H. Plumridge.

POINTS OF INQUIRY contained in the Instructions given to the Commissioners appointed by the Lords Commissioners of the Admiralty to ascertain the Port best adapted for the Embarkation and Disembarkation of the Foreign Mails, with Replies thereto from the Town of *Falmouth*.

First.—The accommodation to be furnished to the Royal Mail Steam Packet Company.

IN order that the accommodation of the vessels employed by the Royal Mail Steam-Packet Company may be of the most convenient nature, the inhabitants of Falmouth have subscribed largely for the purpose of preparing a portion of the inner harbour to receive their largest vessels, where they will be perfectly secure, and be enabled to receive their supplies, discharge their cargoes, and repair their damages without the slightest inconvenience. That these objects may be accomplished the more readily the Lords Commissioners of the Admiralty have been pleased to grant the inhabitants of Falmouth the use of the *Aurora* frigate for a dépôt of coals; in this vessel the most ample accommodation can be furnished at very small expense. A platform, fore and aft over her hold, will receive a great amount of coals; her main deck can be used, partly for the reception of coals, and partly for store-rooms to receive any cargo, packages, or articles brought by the steam-vessels; and the upper deck, at little expense, can be housed and fitted up as workshops for the carpenters and smiths. The vessels may lash to either side, and remain there during the time of refitting, without risk while every convenience can be procured at Perran foundry for repairing the boilers or the machinery; a fact which has been frequently proved, but more especially in the case of the *Tagus*, about two months since, whose piston-rod being bent, after it was taken out was sent to Perran, straightened and repaired, and then returned from thence in 12 hours, and sent on board the vessel.

Falmouth being at the extreme point of England, steam-vessels from Liverpool, Dublin, and Cork, on the one side, and London, Havre, Southampton, and Plymouth, on the other, would bring their passengers and luggage thither to join the West India packets on the outward voyage; and on their return the passengers would meet with almost daily opportunities to proceed from thence, with their luggage, to the places before referred to, by merely passing from one steam-vessel to the other; thus presenting an advantage to both sides of the kingdom, to Ireland and France, which could not be presented by any other port. These arrangements will save the steam-vessels on an average 20 hours (and frequently a much longer time), which they must take, after they pass Falmouth Harbour, before they arrive at Southampton or Portsmouth, and which will occasion to the Royal Mail Steam-Packet Company a saving of a considerable amount in fuel and passengers' maintenance. Welch fuel can be procured here at a cheaper rate than at any other port in the Channel. The low price of the supplies of provisions is proverbial, and can therefore be procured of the best quality and on the best terms. The dangers attendant upon the navigation of the Channel will be entirely avoided; and which, after all, is most important, the vessels will start from the entrance of the Channel on a long voyage, with a full supply of coals, and everything well prepared for such an important undertaking.

Second.—The facility of access at all times of tide, in all kinds of weather, and at all hours of the day or night.

That vessels of any size can have immediate access to the port of Falmouth is self-evident. Not a danger presents itself from the entrance of the Channel to the moorings in the harbour that cannot be readily avoided in all weathers, and at all hours. The Channel fleet, consisting of line-of-battle ships of the largest class, have sought and obtained refuge here in the severest weather; and since the Peninsula Steam Company's vessels have been running they have never had occasion to delay their approach to the harbour, but have come in boldly and safely in the darkest nights, and landed their mails. The special advantage of running for this harbour in case of injury to the packet or machinery, and her return to port, has been evinced on a variety of occasions. The mails are on such occasions disembarked, and completed by the addition of the letters which may have arrived subsequently to her departure to the day of her again sailing, and thus re-embarked. To show the facility with which the harbour may be approached,

proached, the following statement is exhibited, showing the number of merchant-vessels which have called from foreign ports for orders at the port of Falmouth, in the five years specified; viz.

Years.						Vessels.
1835	-	-	-	-	-	171
1836	-	-	-	-	-	190
1837	-	-	-	-	-	187
1838	-	-	-	-	-	216
1839	-	-	-	-	-	341
—	-	-	-	-	-	548
Total Vessels						<u>1,105</u>

This list includes such vessels only as have had ulterior destinations, and not those especially bound into Falmouth. The increase in the two last years unquestionably arises, in a great measure, from the advantageous position of the port becoming more extensively known to the merchants and shipowners of the United Kingdom, not only as a port of ready access from the southward and westward, but from the great facility with which communication is invariably had with the shore on arriving off or in the port during all seasons and in all weathers. Its situation is moreover so near to the Land's End as to have either of the two great channels open to immediate communication, which gives to the harbour such an important feature and eligibility as cannot be claimed by any other in Great Britain. The packets arrive at and depart from Falmouth during all times of tide, at ebb or flood, by night or by day, and the mails are landed and embarked with great despatch and facility at the stairs, close to the packet-office, within 10 or 15 minutes rowing of the outer, and in less space of time of the inner anchorage.

The natural advantages of the port, and the extraordinary facility with which it is made by the homeward-bound packets, cannot be better evinced than by this important fact, that during a space of 15 years, from 1825 to 1839 inclusive, no more than four mails have been landed in Ireland, to the westward, and 10 only at Plymouth, to the eastward of it, whether from stress of weather or other causes. This period embraces the arrival of at least 1 740 packets. Neither fogs, thick, south-west gales, nor long dark nights, present the slightest obstacle to the approach of vessels to the anchorage in Falmouth Harbour; an advantage not enjoyed by Plymouth, Portsmouth, or Southampton, and which, more than anything else, will give it a distinguished pre-eminence in the naval considerations of this important inquiry.

Third.—The safe moorings for the vessels in the harbour.

The harbour or port of Falmouth possesses two anchorages, the inner and the outer. The present packets refit in the inner harbour, and then remove to the outer harbour to prepare for sea. There all the passengers and their baggage are received; there the mails are put on board or disembarked in the darkest night, and in all weathers. In doing this no accident is ever known to happen; and the superintendent's office, doubtless, can furnish evidence that not a moment's delay has ever occurred in the accomplishment of this service. The vessels have been safe at their moorings in the most boisterous weather; the boats with passengers and supplies have passed and repassed without accident; and the ships are always in a state of readiness for the service on which they are employed; and when the anchor is weighed they are clear of the land in a few minutes, and without a single difficulty in the navigation to occasion delay.

Fourth.—The prevalence of winds and currents along the coast adjacent to the harbour.

There are no currents nor tides in the harbour of Falmouth, or on the coast adjacent, that in the slightest degree affect the navigation of vessels of any size. At the top of the spring the tides run at the rate of 2½ knots off the Lizard and Blackhead, two knots off the Manacles; and at neap tides, one knot off the Lizard, and half a knot off the Manacles. There are eddies on some parts of the coast, produced by projecting headlands and bays or estuaries, which enable vessels to

avoid the small amount of contrary current which may be found in the offing. No tides or currents, however, exist which can had the least effect upon a steam-vessel.

The prevalent winds are from south to west, as is shown by the following Table, viz. :

	1836.	1837.	1838.	1839.
	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>
Variable - - -	42	42	40	48
North - - -	8	7	20	10
North to east - - -	38	49	39	54
East - - -	14	23	28	6
East to south - - -	28	41	58	36
South - - -	2	4	7	2
South to west - - -	133	126	103	143
West - - -	13	3	9	7
West to north - - -	87	70	61	59
TOTAL - - -	365	365	365	365

During the great prevalence of these winds last year, many steam-vessels, as well as others, were prevented reaching Falmouth from the eastern harbours, from the strength of the wind and the rapidity of the tides and currents, and which become stronger the higher you advance up the Channel, and increase to a dangerous rapidity in the neighbourhood of the Isle of Wight, setting right on the rocks and shoals, which present formidable obstacles to the approach of large steam-vessels, and must occasionally, if not frequently, delay the landing of the mails.

Fifth.—The facility of transmitting letters by land to the port of departure, and the internal arrangements of the Post-office.

At present the mail from London reaches Falmouth by land in 28 hours, which is about the same time it can reach a parallel point by way of Southampton, under favourable circumstances ; and letters sent from Falmouth at one o'clock in the morning reach Liverpool and Manchester by the nine o'clock mail the next evening, a shorter time than it can be accomplished by way of Southampton. The rapid extension of the Great Western, Bristol and Exeter, and Birmingham and Gloucester Railways, will greatly decrease the time required to bring the northern mails to Falmouth, and in the course of little more than the time which must be expended to prepare the steam-vessels, the mails may be brought from London to Falmouth in 18 hours, and from Liverpool in little more than that time. It must be apparent on looking at the map of England and the entrance of the Channel, that the most direct line for the mails from the north and west of England, and from Scotland and Ireland, which includes the vast amount of manufacturing population, who are the great foreign correspondents, Falmouth is the direct thoroughfare to the Atlantic ; and when it is remembered that the soundest principle is to avoid the consequence of heavy gales by sea, and convey your mails as far as possible on four wheels, no port can for a moment successfully compete with Falmouth as a packet station.

Sixth.—The naval considerations on which the regular receipt and transmission of the mails depend.

The port of Falmouth is at the south-western extremity of our island ; it constitutes a safe and commodious harbour and roadstead, and affords excellent shelter. The roadstead would contain a fleet at all times of tide, and when all its various advantages are justly estimated, it is allowed to be one of the most important ports in England.

The light-house that has been lately erected within St. Anthony's Point leads into the excellent anchorage, Carrick Roads, the soundings varying from 8 to 18 fathoms at low water, and, with that of the Cross Roads and St. Just Pool, was a favourite

favourite anchorage and position of Lord St. Vincent's for the Channel fleet in time of war, when it was also as famous for being used as a rendezvous for convoys of merchantmen, as it now is for wind-bound traders and shipping arriving from foreign stations for orders, and to ride out their quarantine in safety. In war time it has contained 400 merchantmen, besides men-of-war, with numerous packets in the inner harbour at the same time. We have no other harbour offering such facilities of ingress from, and of egress to, the Bay of Biscay and the Western Ocean, when it is altogether impossible for vessels to reach Falmouth from the eastern ports; and this has been found to be the case with the Peninsular steamers on six occasions, when they have not been able to get down Channel at their appointed time. Recent instances can be adduced of vessels having made voyages out to the West Indies and home, whilst other vessels bound to the westward have remained wind-bound at Plymouth and Portsmouth.* The inner harbour has a depth of water at present from 12 to 14 feet at low-water, which in a short time will be deepened to 18 feet. The bar constitutes it a commodious haven, and the tide rises 3 feet per hour; several pairs of moorings are already laid down in the inner harbour, and two pairs could be spared for the steamers, when the sailing packets no longer take the West India mails. In addition to which, it must be remembered, that in the immediate neighbourhood, and accessible by water carriage, we have two foundries of the first magnitude where steam machinery of the largest dimensions is made or repaired at more reasonable charges than in the eastern ports. The naval depôt at Mylor might be made available for a steam refitting place, where spare gear of the various class engines might be kept in constant readiness to replace defects of every description. As regards Southampton, an instance can be adduced in which the coasting steamer Brunswick has been detained a whole night in Christchurch Roads, with the Needles light in sight, from not being able to steam between the island and the main until daylight. Another circumstance is, that there is generally a haze hanging over the Needles light, so that frequently it is not seen until about two miles off, sometimes less, occasioning great danger in running for the Needles passage in a south-west gale, unless with very clear weather, added to which, the soundings do not give sufficient warning of danger, so that it would frequently happen that a large steamer could not be justified in running through the passage in the winter months; but allowing the steamer to enter the Needles in safety in blowing weather and a dark night, she could not proceed up to Southampton, as there are the Bramble shoal, the Thorn, and a shoal half a mile off Calshot Castle, all presenting considerable obstacles to steam navigation. Generally speaking, in starting, with westerly gales, and also on arrival, during easterly gales, 11 or 12 hours would be saved by steamers starting from or arriving at Falmouth rather than from Plymouth; and a proportionate increase in this advantage would be gained over the other eastern ports, as of course little more than half speed can be given to vessels when it blows an adverse gale.

If the object in dispensing with sailing vessels and employing steam be dispatch, then to give up Falmouth for the precarious chances attendant upon navigating the whole length of the Channel would be most undesirable, for the difficulties would be tenfold in the winter, when the days are short and the nights long, and even in the summer there is a great variety of instances of delay, of which the following are specimens:

The Devonshire, a first-class steam-vessel, encountered a gale of wind on her passage from London to Dublin, and ought to have arrived at Falmouth on Friday the 19th July last at noon, but did not reach this place till five A. M. on the Monday following, having been delayed on her passage down Channel 65 hours.

The United Kingdom, a fine steamer, bound to Naples and Alexandria, left Portsmouth on Thursday morning, on the 18th July, and did not reach Falmouth until 10 P. M. the Sunday following, being three days and a half on her passage, and 57 hours longer from Portsmouth than the mail-coach takes to convey the mails from London to Falmouth.

Still

* This occurred in the case of the present Lord Keane, who embarked in a transport at Portsmouth, and remained at Portsmouth, waiting for a wind, while the Pandora packet, Lieutenant Croke, went to the West Indies, from Falmouth, and returned again.

Still more recently the Firebrand Government steam-vessel, with the Lords of the Admiralty on board, was obliged to put into Fowey on her voyage from Plymouth to this port last autumn, not being able to make way against a gale which then blew; and on reference to the memorial it will be seen how frequently the Peninsular steamers have lost time.

The view taken by British merchants resident abroad of this question, is exhibited by the following extract from the Gibraltar Chronicle of the 27th May last:

“We observe that the expediency of changing the port for the Peninsular steamers from Falmouth to Southampton or Portsmouth has been recommended in some of the London journals, but the matter only requires a proper investigation in order to show its perfect absurdity; one thing must not, however, be lost sight of, viz. that a steamer cannot, generally speaking, come from Portsmouth to off Falmouth in 18 hours, much less from Southampton, which is the exact difference of time in the land carriage, to say nothing of the uncertainty of the Channel navigation.”

Lastly, The Lords Commissioners of the Admiralty have been pleased to place great stress on the accommodation which should be afforded to the Royal Mail Steam-Packet Company, and considering the importance of the undertaking and the amount of capital embarked, their claims and objections deserve the most serious consideration; yet it is humbly submitted, that the welfare of a town having 11,000 inhabitants, besides a large proportion of the population of this important county whose interests are involved, and the great amount of capital which has been called into existence, and which so completely depends on the packet establishment, deserve the greatest possible attention; and if any importance attaches to vested rights, the preservation and prosperity of the town of Falmouth must be deserving equal if not superior consideration to the individual interests of a company of merchants; and as the Lords Commissioners of the Admiralty have placed the decision of this momentous question in the hands of the Commissioners, it is humbly presumed that it will be some considerable advantage to the nation at large which will induce them to recommend an alteration in the present arrangements for the receipt and transmission of the mails, freight as it would be with such extensive ruin to so many persons whose support is derived from the packet establishment.

Signed, on behalf of the Council,

L. Blight, Mayor.

Falmouth, 1 July 1840.

I hereby certify and declare that I could readily take charge of and bring into the Harbour of Falmouth, either by day or night, so that I could get a glimpse of the Lizard light to the westward, or the Dodman to the eastward, any of the first-class steamers, and moor her in perfect safety, under any circumstances of wind and weather; and I further certify that the said harbour is at all times perfectly accessible, and affords full security for such vessels.

Given under my hand at Falmouth, 8 July 1840.

(signed)

Daniel Fittoch,

1st Class Pilot of 20 Years.

MEMORIALS RECEIVED SINCE THE REPORT OF THE COMMITTEE.

PORTSMOUTH.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Mayor, Aldermen, and Burgesses of the Borough of
Portsmouth, in Council assembled,

Showeth,

THAT it is the belief of this Council that the Report of the Committee appointed by the Lords Commissioners of the Admiralty in May last, to inquire into the advantages of different ports in the Channel for the departure and arrival of the West India mails, is recommendatory only, the final decision being still open.

The Council therefore would respectfully represent the case of Portsmouth as dealt with in the Report of the Committee, and while they would deprecate a selfish spirit, which would solicit for their port advantages at the expense of the national interest, and be superior to discontent and querulousness, arising from disappointment, simply from a different port having been selected, the Council would represent that justice has not been done Portsmouth, for the following considerations, viz.

That an ancient prejudice appears to have been revived and entertained against Portsmouth *in limine*, for the Committee say, "that many objections present themselves to the selection of a large naval port as a packet station, subject as it is, not only to the great national maritime operations, but in some cases to the influx of shipping seeking shelter therein, and which would necessarily occasion much obstruction to the departure or arrival of mail steam packets."

The Committee, indeed, in a consecutive paragraph, say that they have insured to Portsmouth, the fullest opportunity of offering unlimited evidence upon its merits. The Council, on behalf the inhabitants whom they represent, think they are bound to state, as a just and reasonable complaint, that were the merits of Portsmouth tenfold greater than any place advised for adoption, such a preliminary obstacle and prejudice must at once have thrown it out of the competition, or have operated incalculably to its detriment, in any other points of comparison subsequently taken.

The Council feel assured that the Lords Commissioners of the Admiralty do not hold this opinion against the eligibility of Portsmouth, on account of its being a great naval port, or they themselves would have excluded it from the list handed to the Committee for Inquiry. The Council, therefore, think that an unfairness has been done to Portsmouth, in that it would appear that the Committee had travelled out of the course of instructions given to them by the Admiralty. It is true, that the Committee may seemingly justify the paragraph, by alleging that Plymouth and Devonport are equally vitiated in their claims by it, as well as Portsmouth; and doubtless so they are; but the Council need not insist, that a detriment done to more places than one, does not lessen that which affects this individual case, whose interests (of course) the Council of Portsmouth are only bound to advocate and assert.

Moreover, Plymouth is done more justice to, by being taken into the comparison of respective time and distance, in the Appendix; but Portsmouth is excluded, and the Council cannot conceive why this partiality should be, since Portsmouth, it is believed, would in such a comparison have evinced a decided superiority. But the Committee, by this early step of exclusion, at once narrowed the range of eligible ports, and the town of Portsmouth might have been spared the unnecessary formality, not to call it mockery, of attending the Committee with the authorities, to give minute and special evidence on eligibilities and capacities, which it now appears, were not to be estimated.

The Council would now take leave to show, that the grounds of the objection, as stated in the Report, are not valid and practically sound.

The Committee stated, when evidence was being laid before them at Portsmouth, that only two or three packets would rendezvous at the packet station at one time. The Council think they may fairly challenge a successful contradiction

tion to their positive denial of the assertion, that the Royal naval operations at this port would interfere with the packet business, as thus described, especially when the incomparably more numerous naval operations of former years are contrasted with the present limited range of the public service.

But the objection, if ever valid, may be fairly met by adverting to the fact, that under the authority of an Act of Parliament, the Camber is far advanced in preparation for the entire accommodation of the merchant vessels frequenting the port.

The Council, on behalf of the town and port, would respectfully state their assurance, that while anxious to preserve the port from all possible interruption to the Queen's naval service, the Lords Commissioners of the Admiralty on such a pretext would not usurp a power over the rights of the inhabitants of Portsmouth common to them and all Englishmen, to profit by the advantages of their locality, in adventuring their capital and in employing their talent and industry in those legitimate channels which they find open to them; and when it is considered that the inhabitants have cheerfully borne the burthen pressing on them, in their depressed state, in a time of peace, and diminished business (which burthens may be traced to public causes), and while their towns have been foremost to uphold the principles of peace as being a great blessing to the nation, it would instead be a grievous evil to themselves if they were made dependent solely on advantages arising from war operations. The Council again take leave to make their appeal to the justice of your Lordships, that no prejudice should be taken against their port, if it can be fairly shown that neither the public business would be an interruption to the packets, nor the intercourse of the latter be an impediment to the national operations.

The Council are assured that the cessation and withdrawal of the national business, which gave impetus to the industry of the inhabitants, will rather induce your Lordships to befriend their port, by encouraging instead of restricting or impeding all the movements of commercial enterprise which are not at variance with the public good.

Finally, the Council would memorialize your Lordships to renew an inquiry into the eligibility of Portsmouth as a packet station, irrespectively of the Report of the Committee, against which the present objections have been taken.

Signed on behalf of the Council,

21 October 1840.

J. W. Williams, Mayor.

DARTMOUTH.

To the Right honourable the Lords Commissioners of the Admiralty.

The respectful MEMORIAL of the Committee appointed by the Inhabitants of *Dartmouth* to confer with the Committee appointed by Government to examine the fitness of that Port for a Foreign Packet Station,

Showeth,

THAT your Memorialists, in their anxiety to see the Reports of the Government Committee adopted, most respectfully presume to appeal to your Lordships on the subject, feeling assured that among the various other advantages which this harbour presents, it stands pre-eminent in a naval point of view, and must therefore meet with your Lordships' full approval.

The town has expressed its readiness to provide additional lights, to lay down buoys, or make such other accommodation as may be thought proper by your Lordships, and they are consequently at a loss to understand why the several reports of the Committee, so decidedly and unanimously agreed to, are not confirmed.

Your Memorialists are aware that they have only one argument to advance, but they confidently rely on that, the justice of their claims; and though they are aware that powerful private interests are making to turn aside the Government from pursuing that just course to the public which they, in their instructions to the Committee, laid down for their guidance, your Memorialists cannot believe that they will be suffered to prevail, and that the national interests will be prostrated

to

to meet the private ends of any particular portion of the community, however influential.

And it is with such confidence that your Memorialists appeal to your Lordships for protection, resting assured that nothing but the public good will govern your decision.

I have, &c.
(signed) *Noah Clift*, Mayor,
And Chairman of Committee.

Dartmouth, 11 January 1841.

To the Right honourable the Chancellor of the Exchequer.

The respectful MEMORIAL of the Committee constituted by the Inhabitants of *Dartmouth* to communicate with the Commissioners appointed to examine the different Ports in the English Channel, for the purpose of selecting one wherein the Foreign Mails might be embarked, &c.

Showeth,

THAT your Memorialists most respectfully presume to address you, because they are informed that the Commissioners' Reports are confided to your consideration.

These Reports are so conclusive in favour of Dartmouth, that your Memorialists cannot doubt the intention of Government to redeem the pledge contained in their instructions to the Commissioners, that their Report would decide where the mails should be placed on board, &c.; but inasmuch as the most strenuous exertions have been made to prejudice the Reports, by statements against this port wholly unfounded in fact, and proceeding from parties deeply interested in other places, your Memorialists, shortly since, deemed it their duty, in order to prevent any injustice to themselves or the public, to address a memorial to the Lords Commissioners of Her Majesty's Treasury, stating their anxiety to be allowed the opportunity of refuting such statements, should they have had any effect on the Government prejudicial to the confirmation of the Reports, and to such memorial we would most respectfully solicit your attention.

Your Memorialists trust that they may be pardoned for stating that, relying with unqualified confidence on the positive pledge of the Government to be decided in their selection by the Reports, individuals in this town have expended, already, considerable capital, in order to provide that increased accommodation which would be required for the public, and the inhabitants have also placed themselves in a position to go to Parliament in the next Session, for an Act to improve and alter the town.

In addition to this, your Memorialists would also take the liberty of saying, that an engineer has reported that a good line of road for a railway can be had from this to Exeter, to communicate there with the Great Western.

Your Memorialists, therefore, faithfully rely on your justice and known integrity, and feel assured that no representations adverse to the confirmation of the Commissioners' Reports will be entertained without affording to your Memorialists an opportunity of answering them. Your Memorialists would further beg to remark, as a fact beyond the power of contradiction, that whilst, during the late gales, property to a great extent has been wrecked and destroyed in Southampton, and nearly every other port in the kingdom, not one tittle of injury was sustained at Dartmouth.

I have, &c.
(signed) *N. Clift*, Mayor,
And Chairman of Committee at Dartmouth.

To the Right honourable Lord *John Russell*, Her Majesty's Secretary of State for the Colonies, &c.

My Lord,

AT the request of a committee nominated on behalf of the inhabitants of Dartmouth, to communicate with the Commissioners appointed to determine which is the most eligible port wherein to embark the West India and other mails, &c. I hope I may be pardoned for briefly intruding on your Lordship's attention.

Your Lordship is doubtless aware of the several Reports of these Commissioners, in each of which they unequivocally and unanimously pronounce in favour of Dartmouth, in the following very strong and decided language.

In their Report under date 6th August, they say: "Having therefore given the fullest consideration to all that has been adduced in support of the claims of Southampton, Portsmouth, Dartmouth, Plymouth, Devonport, and Falmouth, and having most anxiously and deliberately viewed the whole question in its various bearing, together with the concluding paragraph of their Lordships' instructions, we beg to state our opinion that Dartmouth will be found the most eligible port wherein the mails to and from the West Indies may be embarked and landed."

In the Reports under date 11th August, they say: "The merits of the harbour of Dartmouth, as set forth in our Reports of the 6th instant, have again influenced our decisions in this more recent examination, and we are thereby induced to recommend it as the best port in the English Channel for the departure and arrival of steam vessels employed in the conveyance of Her Majesty's mails between England, Vigo, Oporto, Lisbon, Cadiz, and Gibraltar;" and we beg briefly to report, that we "are unanimously of opinion that Dartmouth is the most desirable station for the departure and arrival of the steam packets intended to be employed in the conveyance of Her Majesty's mails to and from Alexandria."

The Government instructions to the Commissioners state, that their "Report will decide where the mails shall be placed on board," which is the concluding paragraph alluded to in the first Report before quoted.

On the publication, therefore, of these Reports, the question was deemed to be settled, except by some parties who thought their private interests would be better served by other arrangements, and the inhabitants of this town, both collectively and individually, immediately proceeded to do that which they thought the increased demands of the public would require, and have, trusting in the above declaration, expended considerable capital.

Although these Reports were published nearly four months since, they have not yet been formally ratified, but your Lordship's Memorialists, entertaining the utmost confidence in Her Majesty's Ministers, and most particularly in your Lordship's unswerving integrity, cannot for a moment believe that the deliberate and positive pledge given to the public by the Government, and accepted as a guarantee and proof of their intended impartiality and zeal for the public interest alone, will be disregarded or evaded.

Notwithstanding, therefore, that your Memorialists feel their own inability to compete with the powerful interest arrayed against their port, yet they rely on its indisputable merits, and the certain conviction that your Lordship's love of justice will not suffer the interests of the kingdom at large to be sacrificed to serve the purposes of any individuals, however numerous or influential.

With feelings of the highest esteem and respect for your Lordship,

I have, &c.
(signed) *N. Clift*, Mayor,
And Chairman of Committee.

Dartmouth, 12 December 1840.

To the Lords Commissioners of Her Majesty's Treasury.

The respectful MEMORIAL of the Mayor, Magistrates, and Town Council of the Borough of *Clifton Dartmouth Hardness*,

Showeth,

THAT your Memorialists addressed your Lordships through their Member of Parliament on the 14th of August last, requesting the favour of an official recognition of the Report of the Committee, recommending the harbour of Dartmouth as a desirable station for the Post-office packets destined for the colonies, and your Memorialists then also stated their reasons for such request.

Your Memorialists, after the delay of nearly three months, presume again to address your Lordships, and most respectfully to repeat the inconvenience arising to them from being left in ignorance of the intentions of the Government.

The

The Report of the Committee is so decided, and the determination of the Government (as expressed in the instructions of the Treasury) to be guided by their decision so conclusive, that your Memorialists cannot doubt for a moment the intention of Government to abide by that declaration. But the lapse of time which has since escaped without any public notice by the Treasury of the Committee's Reports, the meetings in Cornwall and elsewhere, at which the character of Dartmouth Harbour as a safe, convenient, and fit harbour, open to be approached by steamers with the utmost facility at all times, has been so libelled and misrepresented, your Memorialists think it right to protest against such false statements, and to request (should they have made any impression on the Government) that they may be allowed the opportunity of bringing proof to refute them. The Commissioners, however, in their Report very properly point out everything that can with truth be advanced against the port of Dartmouth, and the disadvantages therein shown are mere shadows and most easily to be overcome, as must be allowed by any pilot or person conversant with nautical affairs.

Your Memorialists have had their town surveyed and plans taken for its improvement, and are now giving notices of application to Parliament in the next Session for a new Act to empower them to give an increased accommodation to the public service; and a survey has been so far made as to produce an assurance that a very good line of railroad from Exeter to the port may be had at a shorter distance than the present turnpike.

Your Memorialists, however, beg respectfully to state, that the advancement of all these new projections are to a certain extent clogged by the uncertainty which naturally accompanies so long a silence on the part of the Government as to their estimation of the Committee's Report, and their intention upon it.

Your Memorialists beg, lastly, to remark, that the whole line and mass of the country between this place and Bristol have responded to the recommendation of Dartmouth by the Committee, in corroboration and approbation of their Report.

Your Memorialists, therefore, most earnestly, but with all due deference, do hope and request that your Lordships will forthwith give them some decided intimation of the intentions of Government, by confirming the Committee's Report, and thereby give confidence and spirit to the works of improvement in contemplation.

And your Memorialists, as in duty bound, will ever pray, &c.

(L. s.) Sealed with the common seal of the said borough this 6th day of November 1840.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of the Town of *Dawlish*, in the County of *Devon*,

Most respectfully sheweth,

THAT your Lordships' Memorialists have read with deep interest the Report of the Commissioners appointed by Her Majesty's Government to inquire into the comparative advantages of the different ports in the British Channel as a station for Her Majesty's packets.

That the Commissioners so appointed, having unanimously selected Dartmouth, which may be fairly denominated a floating-dock of the Channel, your Memorialists confidently rely on their recommendation being adopted, as they consider such selection has been founded upon public grounds, without reference to local or private interests.

And your Memorialists will ever pray.

Signed by 59 Persons.

Dated in Dawlish, the 19th September 1840.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of *Taunton*, assembled in Public Meeting,

Respectfully sheweth,

THAT your Memorialists have found, with great satisfaction, that the Commissioners appointed by the Lords of the Admiralty on the West India packet station have unanimously reported that Dartmouth is the most eligible port for the landing and embarking of the West Indian, Peninsula, and Alexandrian mail :

That your Memorialists are fully convinced that the selection of a port to the west of Exeter will tend to the efficiency of the service ; that it will facilitate the intercourse between the colonies and the several parts of the United Kingdom ; that it will have a direct and powerful effect in advancing the wealth and industry of the western counties :

That your Memorialists rejoice that their individual interests are in unison with those of the community at large ; and in full confidence that your Lordships will not allow any local or private interests, however strong, to interfere with a plan so authoritatively declared to be the most advantageous to the public service, they earnestly but respectfully pray that the recommendations of the Commissioners may be at once adopted.

By request and on behalf of the meeting,

(signed) *Henry Badcock,* } Bailiffs of the
William Woodland, } Borough of Taunton.

Sir,

Dartmouth, 26 January 1841.

I HAVE the honour and great pleasure of acknowledging the receipt of your letter of the 23d instant, informing me that the Lords Commissioners of Her Majesty's Treasury have confirmed and approved of the selection of this port as that whence the West India mails shall be sent on board the steamers.

I hope I may be excused for tendering to their Lordships the warmest thanks and gratitude of the inhabitants of this borough, for this continued proof of their Lordships' deep regard for the public interests, independently of all other considerations.

R. Gordon, Esq. &c. &c. &c.

I have, &c.
(signed) *Noah Clift*, Mayor.

PLYMOUTH.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The United MEMORIAL of the Councils of the Boroughs of *Plymouth* and *Devonport*, in the County of *Devon*,

Showeth,

THAT your Memorialists, on behalf of their respective constituencies, are united in advocating the claims of the port of Plymouth to be appointed as the station for the departure and arrival of the West India and other foreign mails, and have submitted statements and evidence in support of such claims, to the Committee appointed by Her Majesty's Government to examine and report on the comparative merits of the competing ports.

That the natural and other local capabilities of the port of Plymouth are more than adequate to all the requirements of the Committee for the Mail Packet Service ; but your Memorialists are apprehensive that they can be scarcely afforded, unless Her Majesty's Government will permit the partial use of one of the harbours within the port hitherto appropriated to the public naval service.

That your Memorialists being advised that the requisite accommodation can be afforded without prejudice to the naval service, have presented a memorial to the Lords Commissioners of the Admiralty, setting forth the advantages which will result to the public service should the port of Plymouth (the seat of so many
Government

Government establishments) be selected as the Mail-Packet Station, and praying their Lordships' direction that, in the event of the Committee reporting in favour of the port of Plymouth, the mail packets may be permitted to use, as their mooring ground, and the station for their coal depôts, either the unoccupied ground in or near Barn Pool, or such a space in the lower part of Hamoaze, as the requirements of the naval service at the port may best admit.

That the Lords of the Admiralty have reserved their decision on the memorial until the Committee shall have presented their Report, when the statements and request of your Memorialists will receive immediate consideration: but your Memorialists are encouraged to believe that the Mail-Packet Establishment will be regarded by the Lords Commissioners as a branch of the public service, and that they are likely to experience from their Lordships every facility and assistance consistent with the interests of other departments.

Your Memorialists therefore respectfully pray that no final decision adverse to the port of Plymouth may be adopted by your Lordships, until the decision of the Admiralty on the above-mentioned memorial is known, and that your Lordships will cause them to be furnished with an extract from the Report of the Committee, so far as it relates to the port of Plymouth, at as early a period as may be thought proper after the same shall have been received by your Lordships.

On behalf of the Council of Plymouth,

(signed) *J. Cookworthy*, M.D. Mayor.

On behalf of the Council of Devonport,

(signed) *W. Hancock*, Mayor.

FALMOUTH.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Noblemen, Gentlemen, Clergy, Freeholders, and other Inhabitants of the County of *Cornwall*, in County Meeting assembled,

Showeth,

THAT your Memorialists have perceived with the greatest astonishment, that the Committee appointed by your Lordships' authority to survey and report on the different harbours in the English Channel, with reference to the selection of one of them as the port of arrival and departure of the West India and other mails, have decided in favour of Dartmouth, a decision at which they appear to have arrived chiefly for the reasons expressed in the following statements:

1. "That they (the Committee) consider a western port most desirable for landing and embarking the mails to and from the West Indies; and that provided a railroad existed to the south-west land's end, and a harbour were constructed in that neighbourhood where the mails might with facility be put on board and landed, they would unhesitatingly recommend that harbour to their Lordships' adoption."

2. They also thought it proper to "premise, that in the selection of a western port as a station for the delivery and reception of the West Indian mails, in preference to one that may be situated more to the eastward, they took into account the greater degree of uncertainty which is attached to the transport of mails by steam vessels, compared with that in which a coach or a railroad becomes the medium of conveyance; and as it respects the eastern port, it should be borne in mind that the correspondence for and from the western part of our shores would be subject to a carriage, in both cases, by sea and land, very wide of their destination."

3. Again the Committee state; "The requirements of the port for a packet station are comprised chiefly in its adjacent headlands, as land-falls, the light or lights exhibited thereon, its comparative freedom from outlying dangers, the depth of water in the entrance to and within the harbour, regardless of the state of tide, the rise of tide and strength of stream, and most especially the tranquillity of the waters."

Your Memorialists cannot but feel surprised that, notwithstanding the foregoing statements and opinions, they have selected a port which, according to their own showing, is 47 miles to the eastward of Falmouth; that at the entrance of that port they found the outlying dangers, which are well described in their own words as follows: "It is true that, at a short distance without the Start point, the Pear-tree rocks lie, and at a space which forms a wide and sufficiently free passage between them, the Skerries are situate; but we do not regard these as presenting any interruption to the navigation in this quarter. In the entrance to Dartmouth from the westward, the Home Stones are in the way; and in approaching from the eastward, the Ledges must be avoided; but upon these dangers we need only to state our conviction, that with no great amount of lighting and buoyage, the harbour may be rendered most easy of access to steam vessels by night and by day. Any other port which might have been chosen by us would have required the same assisting guides, and some to a much greater extent." "Dartmouth harbour, from its narrow entrance, and the frequent and adverse direction and unequal force of the wind, occasioned by the surrounding high lands, offers difficulties of access in heavy weather to sailing vessels, and they are therefore prevented resorting to it as a place of refuge."

Your Memorialists conceive that such arguments as these, thus furnished by the Committee against the access to Dartmouth, are of the most weighty character, and are such as find no parallel in the neighbourhood of Falmouth, which requires neither additional lights nor buoys to improve its entrance, or to avoid any outlying dangers. While Falmouth has an open entrance, its waters are not only tranquil, but free from the rapid currents which exist at Dartmouth, where your Memorialists are informed the tide runs at the rate of more than four miles per hour; and furthermore, that into Falmouth disabled steamers can immediately have access, and obtain repairs at the most efficient founderies, of which advantages Dartmouth is wholly deficient. That your Memorialists are justified in considering that the calculations made by the Committee are fallible and uncertain, not only from the admission of these facts, but on their own showing; that upon one of the most important points, viz. in the selection of the imaginary berth, it is doubtful whether any two individuals would be found to agree; indeed, it is admitted by many practical seamen, that the "imaginary berth" thus referred to is far too much to the southward, and therefore, if it were placed more to the northward, instead of giving 47 miles, would give a much greater sea difference in favour of Falmouth; while the calculations of the difference of time by land is altogether founded in error, as is demonstrated in the following calculations:

From Falmouth to Bridgewater—	h.	m.
Subtract the difference in sea distance, 47 miles, or in time	- 6	0
Add the difference in land, between *61 $\frac{1}{2}$ miles, or in time	- 6	9

leaving a difference, according to Committee's method of calculation, of only nine minutes.

Thus it is clear that Dartmouth, under the most favourable circumstances, can give no more than nine minutes advantage over Falmouth, in the passage of the vessel from the imaginary berth to Bridgewater, but which can be seldom gained, and not two hours, as stated by the Committee. To this very important error your Memorialists cannot refrain from drawing your Lordships' particular attention.

Your Memorialists would also observe, that the supposition of a railroad being prolonged to the south-west land's end, and which the Committee have stated to be "not unreasonable," and which, if carried out, could not but be infinitely advantageous to all the most important interests of the nation, must be materially affected by the extinction of this great source of traffic through the county which the packet establishment now supplies. That your Memorialists are fully persuaded that the port of Falmouth is, without comparison, more advantageously situated for a packet station than any other in the United Kingdom, from its extreme south-western position, from its facility of access, from its internal capacity

* From Falmouth to Exeter, by present post-office survey	- - - - -	95 miles.
- Dartmouth to Exeter - - - ditto	- - - - -	33 $\frac{1}{2}$ -

Difference between Dartmouth and Falmouth by land	- - -	61 $\frac{1}{2}$ -
and not 82, as the Commissioners state.		

city and accommodation (which is being daily improved), and from its freedom from outlying dangers, all which is corroborated by the recorded testimony of the most experienced naval men, and from the fact of its having been used as the established packet station from time immemorial. Your Memorialists would here represent that the advantages and merits of Falmouth Harbour, with the important evidence adduced in its favour before the Committee, have not been noticed in their Report, because (as they are given to understand) the inquiry was not intended to be a comparative one, an omission which is prejudicial to your Memorialists, particularly as the question was not in reality the determining on a new packet station alone, but whether the old one, of more than 150 years' standing, whose advantages have been acknowledged, should be discontinued or abandoned.

Your Memorialists are fully disposed to admit that the public benefit is of paramount consideration, and in this view all private and local interests must necessarily give way; but they take leave to submit, that it distinctly appears from the Report of the Committee, that, 1st. Dartmouth abounds in dangers; 2d. That no advantage will be gained in point of time by the change; 3d. That the principles laid down by them for the selection of a port are more applicable to Falmouth than to any other port east of it; 4th. That considerable expense must be incurred in preparing Dartmouth for the required purpose, in lighting and buoying the entrance, and in the erection of the necessary buildings; and, 5th. above all, That delays and dangers incident to the increase of 47 miles sea voyage must necessarily be incurred by the contemplated change, dangers and delays which will be greatly augmented should this country be unfortunately plunged in war.

Your Memorialists therefore trust, that in this case your Lordships will be pleased to set this question, the continued agitation of which is so injurious to different interests in this county, entirely at rest by your decision that no alteration shall be made in the packet station.

And, as in duty bound, your Memorialists will ever pray, &c.

I have, &c.

Bodmin, 21 October 1840.

(signed) *Rd. R. Vyryan*, Sheriff.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of the District of *Roseland* and the adjacent Parishes in the County of *Cornwall*, assembled this day in Public Meeting,

Showeth,

THAT your Memorialists are impressed with feelings of astonishment that the Commissioners lately appointed by your Lordships to ascertain the most eligible situation among the different ports in the English Channel, should have recommended the port of Dartmouth, or indeed any other port, as a packet station, thus overlooking all the natural advantages presented by the eastern shores of Falmouth Harbour; and your Memorialists would indeed feel regret, could they be brought to believe that your Lordships intended to lend a favourable ear to their Report, and adopt its recommendation. Your Memorialists venture fully to express their full conviction that the said Commissioners, at their late inquiry, were not sufficiently instructed on the capabilities and conveniences of the eastern portion of that noble estuary which forms the harbour of Falmouth, and more particularly of the facilities offered by the eligible situation of St. Just Pool as a station for the packets; but that their attention was solely directed to the western shores, or what is called the "Inner Harbour," more immediately before the town of Falmouth, where certainly the advantages and conveniences of St. Just Pool are not obtainable. Your Memorialists beg to observe, that the capabilities of Falmouth Harbour, and the relative conveniences of its different points, have been all hitherto confounded by the custom of considering the water in front of the town of Falmouth at the harbour of Falmouth, and as alone the proper situation for the packets; whereas the fact is, that all the conveniences of the harbour for men-of-war, merchant-vessels and the packets are located on the opposite and eastern shores of that harbour, at a distance of not less than three or four miles from the town of Falmouth; so that the town of Falmouth and St. Just Pool are as distinct in situation, and in the relative advantages they present, as any two ports in the British Channel; and the objections specified by the Commissioners relating to the western part of the harbour, or the town of Falmouth, have not the most remote application to

St. Just Pool situated on the eastern shore. The advantages peculiar to the basin of St. Just Pool, to which your Lordships' attention is now most particularly solicited, may be presented to your view by a short, but ~~unanswerable~~ statement. Before the town of Falmouth the alluvial deposit from the Penryn river shallows the water to not more than 15 feet, consequently many vessels cannot approach that locality at all, and others are often under a necessity of waiting outside the bank many hours, till the tide flows sufficiently to float them in before the town; but in St. Just Pool the packets may be safely at all times in close and convenient contiguity to the shore in 13 fathoms, where the water from the direction of the eastern coast, and from a large bank situated on the west of the pool, which forms a sort of natural breakwater to it, is always comparatively smooth, and where at a point called Carclaze, a short pier might easily be run out, alongside of which those vessels might securely lie to undergo repairs, take in coals and stores, and for other required purposes. In this convenient basin, therefore, formed as it is by nature, and which requires so little from art, all the packets in the service might at one time ride out any storm; with a measure of security not to be exceeded, if indeed equalled, in any port in Her Majesty's dominions; all these advantages as a packet station are enhanced by the fact, that from the depth of water these vessels might, in going out with their mails, proceed at once to sea at any time of tide, and with the wind from any point of the compass, and on their returned voyage might enter at all times with any wind, and proceed, without any delay, up to their safe moorings in the pool and land their mails. There is, in addition to all these advantages, in St. Just Pool a circumstance which cannot fail to attract forcibly your Lordships' attention, which is, that the landing the mails at this spot will create a saving of 10 miles, thus reducing the distance between Falmouth and Exeter one entire stage, and saving at least a full hour in time. This important fact must necessarily press upon your Lordships' notice, as one materially affecting great national interests, and one that forces itself irresistibly upon the attention of the country in the present inquiry, and demonstrates the absolute and unqualified superiority of St. Just Pool over Dartmouth, or any port in the Channel. It will occur to your Lordships, that this saving of distance, which clearly proves that Falmouth has the advantage over Dartmouth in time, accords also with the principle laid down in the Report of the Commissioners themselves, viz. that the most western port, all other things being the same, is the most eligible as a station for the packets. St. Just Pool has therefore, by the Commissioners' own showing, this acknowledged attribute of superiority; for the adoption of St. Just Pool would by this saving of 10 miles in land distance, or one hour in time, turn the advantage of 30 minutes, stated by the Commissioners to be possessed by Dartmouth, entirely to the advantage of St. Just Pool, most desirably avoiding at the same time the delays and risks contingent on a lengthened sea voyage in the English Channel in winter time.

Relying upon all these important facts, which are palpable to all observers, and bid defiance to all contradiction, your Memorialists confidently, but respectfully submit, that the superiority of the real or eastern harbour of Falmouth are made sufficiently apparent in every point, viz. in the depth and extent of its water; in the diminished risk of danger and delay; in the easy ingress and egress in the time and distance saved; in its more western position; and its nearer proximity to the ocean. Your Memorialists, therefore, fortified by such accumulated and convincing facts, indulge a sanguine hope that your Lordships will make early and further inquiry into the advantages presented by the eastern harbour of Falmouth, when they anticipate you will inevitably arrive at the conclusion drawn by all the most eminent naval officers, of the vast superiority of St. Just Pool, as a packet station, over every other port in the British Channel; and by the adoption of which, your Memorialists affirm the general correspondence of Government and the commercial intercourse of this great maritime country, will be best sustained, by a judicious availment of all the great advantages which nature has so amply furnished in this noble, spacious, and convenient estuary.

28 January 1841.

Signed by 107 Persons.

FALMOUTH HARBOUR

*The Soundings on the Banks coloured Brown, are in Feet.
Those on the part coloured Blue in fathoms, nearly at low water Spring Tides.*

*The Moorings in S^t Just Pool for Frigates
and Ships of the Line were removed at
the close of the last War*

Shag - t.
Light Hou.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Inhabitants of the Town of *Launceston* and its Vicinity,
in Public Meeting assembled,

Showeth,

THAT your Memorialists have read the Report of the Committee appointed to survey and report on the different harbours in the English Channel, with reference to the selection of one of them as the port of the arrival and departure of the West India and other mails; and your Memorialists have also perused a Memorial from the county of Cornwall, to your Lordships in reference to such Report.

Your Memorialists take leave to submit to your Lordships two points of the greatest moment concerning the claims of the port of Falmouth to your Lordships' preference over Dartmouth as a packet station, which have not been adverted to in the Report of the Committee, or in the Memorial from the county of Cornwall, and to these points your Memorialists cannot refrain from calling your Lordships' particular attention.

1. It appears that the attention of the Committee has been too exclusively confined to the western shore of Falmouth Harbour, and particularly to that part of it immediately before the town, commonly known by the name of the Inner Harbour, whilst the eastern shore, with its greatly superior advantages, has been entirely overlooked.

On referring to the annexed chart, it will be seen that the depth of water in front of the town of Falmouth, and generally along the western shore, nowhere exceeds 15 feet, whilst the water in the channel at St. Just Pool, on the eastern shore, attains to the depth of 13 fathoms (or 78 feet), at a distance of no more than 100 yards from the cliffs at Carclaze Point; the same or an increased depth prevailing throughout the whole extent of the channel, from the mouth to the upper part of the harbour, a distance of nearly four miles, so that a vessel in her passage from the entrance of the harbour to her moorings in St. Just Pool, would at no one point float in water of less depth than 13 fathoms at the least, and that too at the lowest tides. See Chart.

This fact, together with the abundant proofs afforded by the experience of ages, by the testimony of squadrons consisting of many first-rate ships, besides ships of the line, as well as convoys of from 400 sail, that have lain at anchor in the roads for days and weeks at a time, protected and secure in the most boisterous weather; and the facility with which these as well as other vessels of every size and description have been and may now be conducted in and out of the harbour, with any wind and at any and every time of tide, has given to the port of Falmouth its just celebrity as the safest and one of the most important estuaries in Great Britain.

The contiguity of the deep water to the shore at St. Just Pool, and the perfect shelter afforded to that part of the harbour by the direction of the line of coast, as well as by the large bank (marked A in the chart) afford to vessels of all sizes remarkable facilities for lying in perfect security alongside of piers or wharfs erected at Carclaze Point; thus enabling them at all times to command an immediate intercourse with the shore, without risk or interruption, and with the least possible expenditure of time.

2. The second point to which your Memorialists would call your Lordships' particular attention is that by which a saving of from nine to ten miles in land distance, or (according to the Committee's own computation), one hour in time more than has been yet shown in the transmission of the mails to the metropolis, and to all other parts of the kingdom, may be effected.

The town of Falmouth, at which place the land conveyance of the mails at present commences, is situated at the extreme south-western point of the harbour, and is distant from Exeter by St. Austell and Bodmin, 100 miles, by the Indian Queen and Bodmin 99 miles; while the distance from St. Just Pool to Exeter does not exceed 90 miles, as may be seen by the following calculation, and by

reference to the lines of road coloured red and blue in the annexed map of the western part of the county of Cornwall :

Falmouth to Exeter by St. Austell and Bodmin.		Falmouth to Exeter by Indian Queen and Bodmin.		St. Just Pool to Exeter.	
	Miles.		Miles.		Miles.
Falmouth - - -	—	Falmouth - - -	—	St. Just Pool - - -	—
Truro - - -	11	Truro - - -	11	St. Austell - - -	15
St. Austell - - -	14	Indian Queen - -	12 $\frac{1}{2}$	Bodmin - - -	11
Bodmin - - -	11	Bodmin - - -	11 $\frac{1}{2}$	Exeter, as before -	64
Launceston - - -	22	Exeter, as before -	64		<hr/>
Okehampton - - -	19		<hr/>		90
Crockernwell - - -	11		<hr/>		<hr/>
Exeter - - -	12				
	<hr/>				
	100				
	<hr/>				

Even admitting, therefore, as has been stated by the Committee themselves, that the route from a given point off Ushant *via* Dartmouth would have the advantage of the route *via* the town of Falmouth by 30 minutes, the mere adoption of St. Just Pool or any other available point on the eastern shore of Falmouth Harbour, instead of the western shore, for the embarking and disembarking the mails, would by saving from nine to ten miles in land distance, or one hour in time, turn the exact advantage of 30 minutes now stated to be possessed by Dartmouth, in favour of Falmouth, not taking into account the risk of further delay necessarily incurred by a lengthened sea voyage of 47 miles.

Your Memorialists cannot but express a hope that in the foregoing statement the superiority of the harbour of Falmouth over Dartmouth has been made sufficiently apparent, not only in those points in which its excellence has been admitted by the Committee ; its freedom from outlying dangers ; its unrivalled situation ; its easy entrance ; and its internal security ; but also in those points by which their preference in favour of Dartmouth was determined, viz. the depth and extent of its water, the diminished risk of danger and delay, and in the time and distance saved.

(signed) *Josh. Ford Smith,*

4 January 1841.

Mayor of Launceston.

REPLIES OF THE TREASURY.

Gentlemen,

Treasury Chambers, 16 Nov. 1840.

IN reply to your Memorial of the 6th instant, requesting to be informed of the determination of the Government relative to the selection of a packet station, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that my Lords will communicate the decision of the Government on this subject whenever such decision shall have been come to.

I am, &c.

The Mayor, Magistrates, &c.
of Dartmouth.

(signed) *R. Gordon.*

Gentlemen,

Treasury Chambers, 29 July 1840.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that my Lords have had before them the united Memorial of the councils of the Boroughs of Plymouth and Devonport, advocating the claims of Plymouth to be a port of departure for the West Indian and other foreign mails; but that my Lords reserve their decision on the subject until they shall have received the Report of the Harbour Committee, when the statements of the councils of Plymouth and Devonport will meet with due attention.

I am, &c.

(signed) *C. E. Trevelyan.*

J. C. Cookworthy, Esq. Mayor of Plymouth,
- and
W. Hancock, Esq. Mayor of Devonport.

Sir,

Treasury Chambers, 21 June 1839.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury copy of a Memorial from yourself and the other inhabitants of Portsmouth, pointing out the advantages of that port as a packet station for the Gibraltar and Peninsular steamers, and I have it in command from their Lordships to acquaint you that there is no intention at present of making an alteration in the route of the contract steam packets.

I am, &c.

The Mayor of Portsmouth.

(signed) *F. Baring.*

Similar Letter to the Merchants, Shipowners, and Inhabitants of Southampton.

Sir,

Treasury Chambers, 23 January 1841.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords, having had under full consideration the Report of the Committee appointed to examine and report on the different harbours, and their merits as stations for the embarkation of the West India mails, and also the several papers and memorials on the same subject, are of opinion that the selection of the Committee should be adopted, and that the port of Dartmouth should be selected as the port where the West India mail shall be sent on board the steamers.

I am, &c.

The Secretary to the Southampton
Dock Company.

(signed) *R. Gordon.*

Similar **LETTERS** to the undermentioned Parties, dated and signed the same ; viz.

Messrs. G. H. Forster, and others, Crutched Friars.	The Mayor of Portsmouth.
Sir T. Dyke Acland, Bart. M. P.	The Mayor and Aldermen of Totness.
The Mayor and Aldermen of Exeter.	Messrs. Wilcox and Anderson.
The Mayor of Harwich.	The Mayor and Aldermen of Truro.
The Mayor of Dartmouth.	High Sheriff of Cornwall.
The Mayor and Aldermen of Falmouth.	Lieut.-Col. Sir J. H. Seale, Bart. M. P.
The Secretary to the Royal Mail Steam- Packet Company.	The Mayor of Tiverton.
The Directors of the Great Western Railway.	E. W. Pendarves, Esq. M. P.
Lieut. Newman, R. N. Devonport.	John Sweetland, Esq. Teignmouth.
C. Russell, Esq.	Sir J. Y. Buller, Bart. M.P.
	Merchants, Shipowners, and Inhabit- ants of Southampton.
	The Mayor and Aldermen of Penzance.

Also similar Letter, dated 19 February 1841, to the Mayor of Launceston.

WEST INDIA MAILS.

COPY of the THIRD REPORT of the COMMISSIONERS appointed to inquire respecting the Port to be selected for the Arrival and Departure of *West India Mails*; and Copy of PAPERS annexed to or referred to in the Reports of the Committee appointed by the Lords of the Admiralty to inquire as to the Comparative Advantages of the Ports in the *Channel*.

(*Mr. Freshfield.*)

Ordered, by The House of Commons, to be Printed,
22 February 1841.

[*Price 2 s. 6 d.*]

67.

Under 20 oz.

